

ROVER REVUE

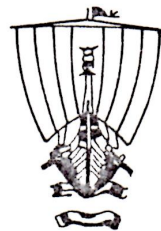
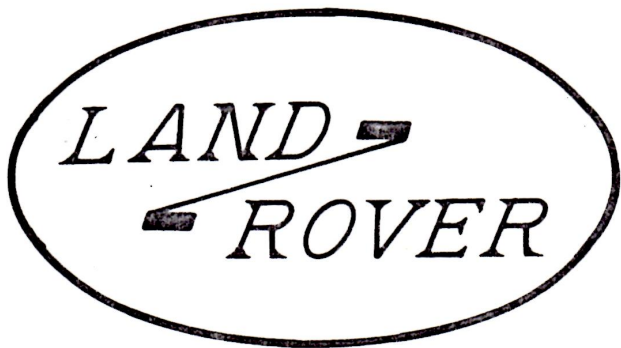
P.O. Box 1525
Placerville, California 95667

THIRD CLASS

Volume 1, Number 2

Mick Sutter
P.O. Box 137
Shingletown, California 96088

May 1977



ROVER

Editors

John David
Mike Martin
Jim Trogdon



SUBSCRIPTION APPLICATION

RENEWAL

NEW

ROVER REVUE- P.O. BOX 1525-Placerville, California 95667

Name: _____

Address: _____

City & State: _____

Rover Owned (Type) _____ Year _____

Accessories: _____

Comments: _____

Signature

Membership Fee \$5 per calendar year (January - December)

Applications for subscriptions to the Rover Revue have not been deluging us here at the editorial offices. Five new members have sent the application and fee for a total of nineteen paid subscribers. Those of you who received a free issue with the invitation to apply for a subscription will be pleasantly surprized to receive another free issue in the hopes that procrastination has been your problem rather than a lack of interest in the publication. No more sample issues will be sent. Tell other Rover owners of this unprecedented opportunity.

Subscriber contributions in the form of parts interchange applications, photographs, and/or articles dealing with Rovering will enable us to continue to improve the usefulness as well as entertainment value of future issues.

Advertising Rover vehicles parts and accessories for sale or wanted will be \$0.50 per issue. Commercial rates will be negotiated individually.

TECHNICAL

There have been many interesting articles on Land Rovers in the past several months: Off Road, March 1977, Chevy/Land Rover engine swap; Off Road, January 1976, Ultimate Machine "109" camper, for world expeditions; Four Wheeler, Four Wheeling in England (February 1977); Off Road, November 1976, Black Rock Desert Run Land Rover only; Four Wheeler, April 1977, Two Views on Modifying the Land Rover and Low Cost Rover Fixin's.

While on the subject of Rover Fixin's, one can easily make a door stop for the doors by putting a washer over the door check strap rod. When the door is opened, slide the washer towards the body of the Rover and catch the notch on the rod. The door will now stay open until the washer is dislodged from the notch. Member, Van Westerbeke of Sonoma stopped by and informed us of this innovation. Van also has Toyota.

Land Cruiser seats in his Rover. They make a very nice installation. It appears that the Toyota seats allow more leg room as they are not as deep as the original seats.

In a recent review of the "J.C. Whitney" catalogue we find a number of items that fit the L/R;

Fiberglass Fan 63-75 #55-1477T \$ 22.98

Spindle Nut Wrench Page # 29 \$ 4.98

Leather Boot(fits all interior cab levers)

85-2239P Page 135 Bk. 362-C \$ 9.95

The parking light assembly from the mid 50s Hillman will replace the Rover assembly. The two are very nearly identical on most models.

Problem areas;

1) We have noticed a number of owners with broken bell housings; the cause is the starter pinion gear and spring assembly separating from the starter shaft. Check the starter drive periodically.

2) Those lifetime lubricated tie rod ends... if you don't lubricate them their lifetime is much shorter. The boots get punctured or pulled from the spring grooves by brush; check and grease occasionally(use needle with your grease gun, lift the spring and slip it under).

3) Those of you with disengaging hubs on the front axles who do not drive much in four wheel drive should periodically engage the hubs and leave the transfer lever in two wheel drive while you run around town. The rotating universal joints fling oil on the upper half of the swivel pins preventing sloppy steering and costly repairs.

4) Wiring to the generator on most models run through small metal loops to keep it in place, check for wear at these

points as it may either cause the generator to function as a motor with the key off, running the battery down at best or burning out some of the electrical system. The idiot light will stay on when the key is off should a short occur in the proper wire. If the other wire shorts the idiot light will remain on even with the engine running creating a tendency to dismantle the generator needlessly.

5) Valve springs we obtained from Atlantic British collapsed after eighteen months of intermittent use. Not just collapsed but broke into several pieces. High performance Volkswagen valve springs meet original Rover Co. specifications and hopefully are more durable.

For the cost of a \$5.00 subscription you may find a tip that will save you hundreds of dollars.

Other publications you may find entertaining and informative:

A Guide to Land Rover Expeditions by The Rover Co.

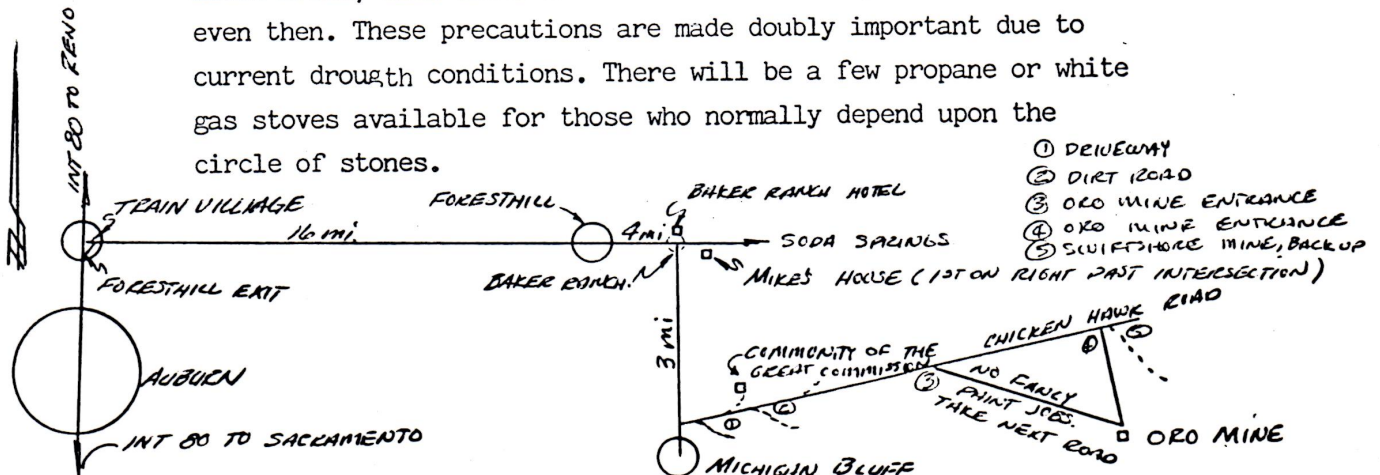
Overland by Peter Frankel published by David and Charles Inc.

North Pomfret, Vt. 05033

The Hundred Days of Darien by Russel Braddon

THE SPRING THAW TRIP

The Spring Thaw Trip will be held on June 11, and 12, at a gold mine on the Foresthill Divide (see map). Water and camping sites will be available, there will be no open fires allowed and smoking will be allowed only in vehicles or specifically designated areas, with caution exercised in the disposal of materials even then. These precautions are made doubly important due to current drought conditions. There will be a few propane or white gas stoves available for those who normally depend upon the circle of stones.



BLACK ROCK DESERT

The Black Rock Desert run begins again in Gerlach, Nev. at 10:00 A.M. July 2, 1977. 10:00A.M. is when they will leave Gerlach. We plan to attend and hope that the trip will be as interesting as it has been in years past. The trip originated with Jim (Scotty) Howat doing a little prospecting and has now developed into an annual and much looked forward to event.

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As in the past we extend an invitation to any of you to visit:

John David - 2264 66th ave. Sacramento, Cal. 95822
916-392-5848

Mike Martin-See Spring Thaw Trip map.

Jim Trogdon- 1837 Country Club Drive, Placerville, Cal.
916-622-9124 95667

We have enjoyed the visits of those of you who were able to make it by since the last issue.

TEMPORARILY STUCK by John David

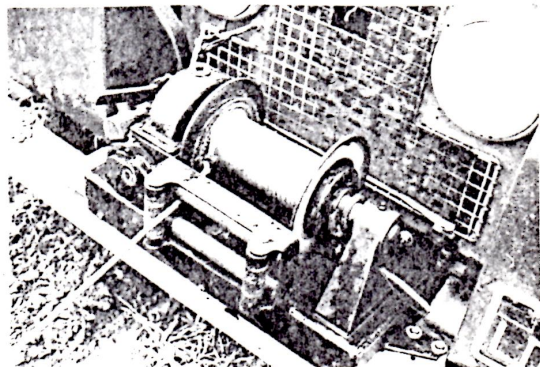
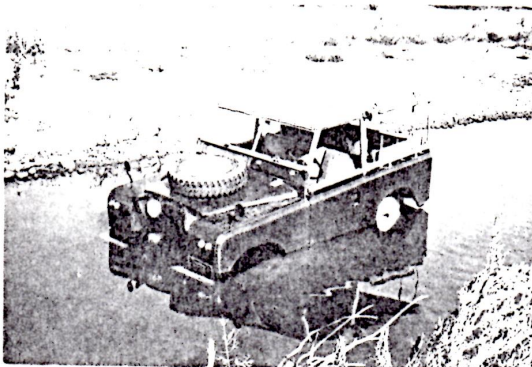
When in the course of Roving around, eventually we often find ourselves in some position where only sweat and smarts make the difference between driving and walking back. The worst predicaments seem to occur when traveling solo, one vehicle, alone, stuck! If lucky there will be a winch on board and the cable will reach something solid. Perhaps incidents will come to mind when either winch or solid objects were not there as the need arose (.or sunk)

I recall an exhilarating ride down Stoney Creek near Hamilton City, the water winging from under our wheels, when suddenly a deep hole grabbed the Rover, pulled it under, and cooled it and the occupants quickly. The pea gravel and sand of the stream bed rolled out from under the tires and the Rover was still, bottomed out on the frame. Our bottoms started moving then and didn't stop until nearly four hours later when the Rover was released.

The story of that particular rescue has several interesting aspects. Fortunately, the Land Rover had a PTO winch; unfortunately there was nothing nearby to pull to. The closest point was a tree about 50 feet beyond the reach of the cable. The fan belt was removed to keep the water from being churned up into the air intake and ignition system. Several makeshift ground anchors were buried in ever bigger holes and each time, no matter how complex the underground network of driftlogs was it was easily pulled out of the ground.

What could be done? Was there anything left to do but get a tractor? After much study the key to our problem was found. From the tool box came several short pieces of chain, nuts and bolts. From the river bed, came some long logs. The logs were chained together, end to end to make up the fifty feet the cable lacked. One problem solved, another posed. The only tree within reach, was at right angles to the vehicles centerline. The winch pulled the Rover up on two wheels every time it was engaged. It would have been simple to have dragged the Rover out of the river on its side but that might have spoiled its good looks.

A lever and fulcrum provided a solution, winch a little, lever the car up off the two tires still on the ground and it slips sideways a few inches. This tedious process finally freed the Land Rover from its watery resting place just before dark, allowing us once again to lay claim to having been stuck... temporarily.



DORMOBILE by Mike Martin

After many years of driving Land Rovers and seeing an occasional photo of the Dormobile in Manuals and dealer propaganda I had decided that the 109", 6 cyl. conversion would be

very useful, if, even in those days, prohibitively expensive.

The Dormobile is apparently no longer made and the machines thus converted have dropped through the years to a price range more manageable and justifiable (as is necessary when you already have four Land Rovers).

A few months ago I discovered a 67 Dormobile dying in the woods near a cabin in the hills above Oroville, Cal. Dying is appropriate as it had not been used in approximately two years, and as I am sure you all know, not being used seems to have about the same effect on a Rover as being rolled down an embankment. Luckily however little damage had been done.

After much dickering I purchased it. My other Rovers have not been started since that day. (After writing the above paragraph however I went out and drove those that weren't convalescing around the block... twice.)

The Dormobile is very convenient in my work (surveying) since I spend a great deal of my time camping out. The roof flips up to create standing room, with two bunks to unfold from the edges, of the area thus created. The lower section contains a stove, small sink, storage cupboards, a double bed and table. The bed and table convert from the passenger seats by lying down or shifting and flipping in various directions, some of which require a certain amount of manual dexterity but with a result which is very gratifying.

The 6 cylinder engine is the old Rover passenger car engine, for all practical purposes although it is 2.6 litres instead of the 3 litre displacement of the original. It has only one S.U. carburetor and seems detuned in other aspects as well. I get an average of 17 m.p.g. under all types of driving. Engine response is very much like that of a smooth quiet diesel in that it achieves its full power at a very low r.p.m. and seems to gain nothing beyond that. It is adequate but leaves room for improvement. Scotty Howat advocates the installation of the Chevy Six but I hope to accomplish something with the original out of pure stubbornness.

As a 4wd vehicle it has performed admirably in both mud and snow although some care must be exercised due to the longer wheelbase when negotiating abrupt grade changes or sharp turns where it may not be possible to back up.

I am looking forward to at least as many years of service and enjoyment from this Land Rover as I have received from my first Series I... thus far.

Now for our one and only advertisement for this issue:

SCOTTY'S FOREIGN CAR SERVICE

Land Rover - Leyland

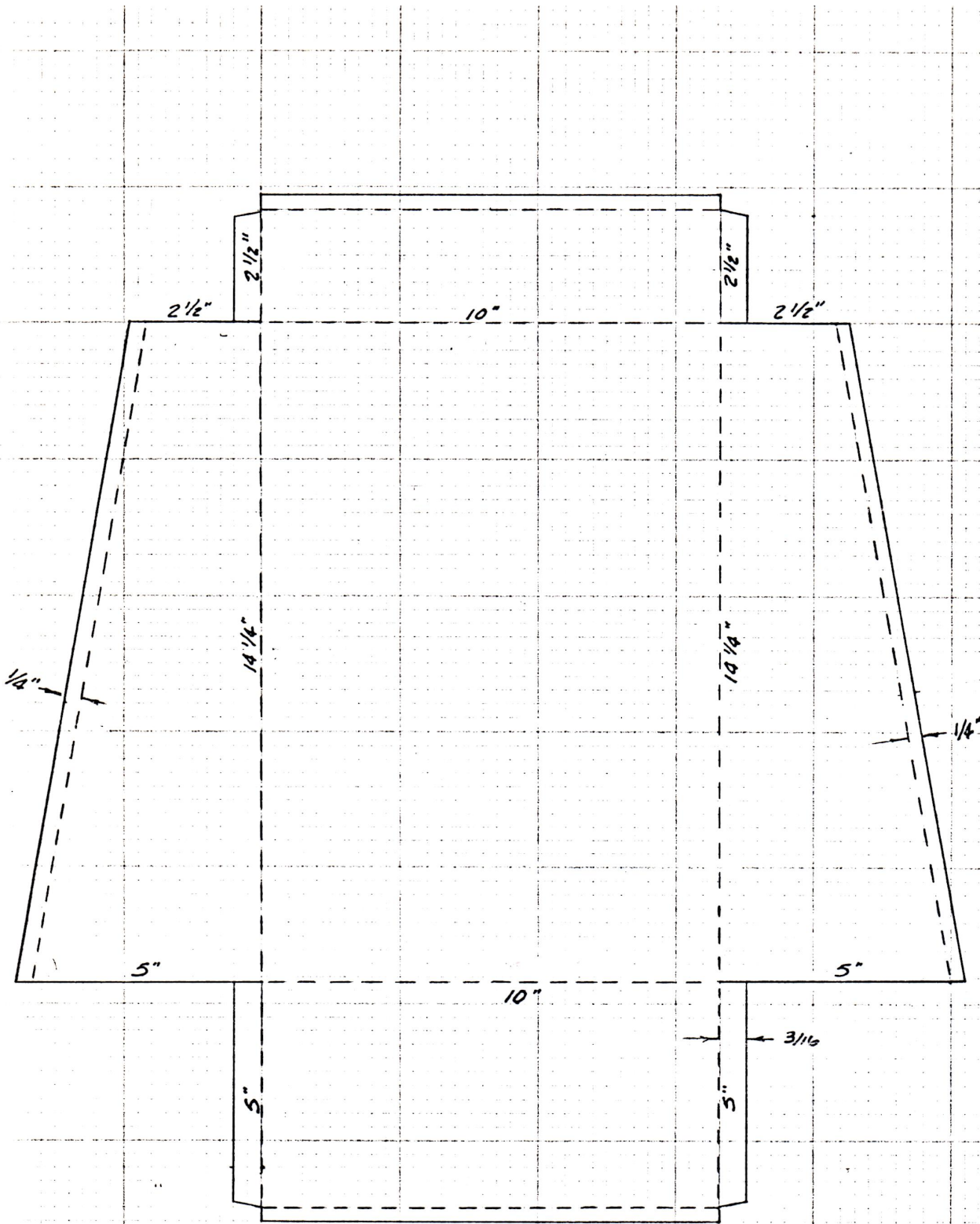


Land Rover specialist in SALES, PARTS and SERVICE.

Engine conversions utilizing Scotty's cast aluminum alloy adapter and many years of training and experience in Britain and the U.S.

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Concord, Cal.
94520

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STORAGE TRAY TO FIT UNDER
 L/R CENTER SEAT
 SCALE 1" = 3"

CUT ON SOLID LINES BEND ON DOTTED LINES