

# ROVER REVUE



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ROVER



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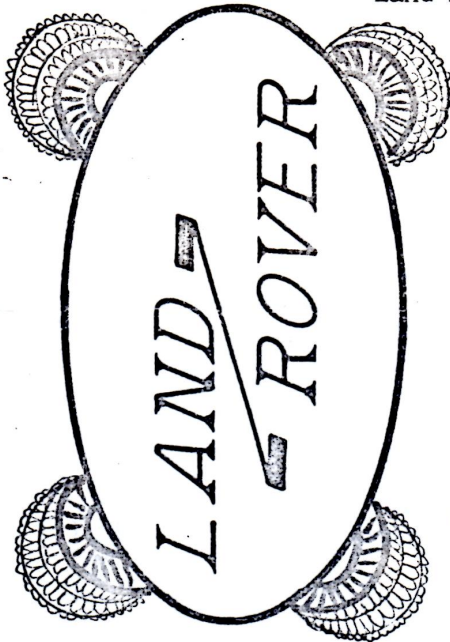
BALL AND ROLLER BEARINGS

Wheel Bearings Inner Cone .....	359	Timkin
" " Inner Cup .....	354X	"
" " Outer Cone.....	11162	"
" " Outer Cup .....	11300	"
Differential Side Bearings: Cone .....	2788	"
Cup.....	2729	"
Differential Pinion Bearings: Front Cone .....	3490	"
Front Cup .....	3420	"
Rear Cone .....	31885	"
Rear Cup .....	312 D	"
Lower King Pin Stub Bearings: Cone .....	21075	"
Cup .....	21212	"
Layshaft Front Bearings .....	1305-3X1	Federal
Main Drive Gear Bearings .....	LS13-3X1	"
Mainshaft Bearings .....	1307-3X1	"

Note: The above bearings fit Series 11 and 11a, they also might fit other models

SCOTTY'S FOREIGN CAR SERVICE

Land Rover - Leyland



Land Rover specialist in SALES, PARTS and SERVICE.

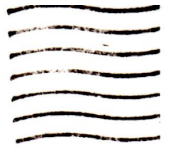
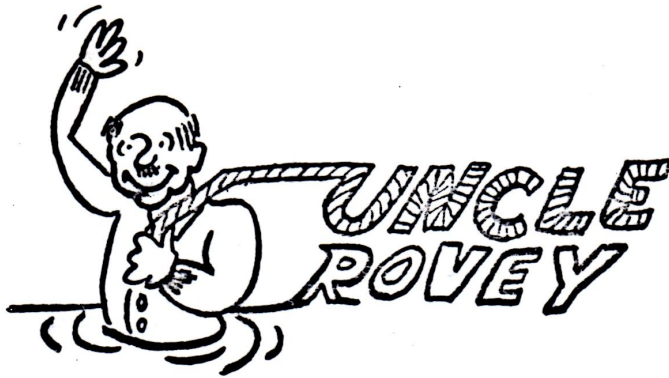
Engine conversions utilizing Scotty's cast aluminum alloy adapter and many years of training and experience in Britain and the U.S.

Jim (Scotty ) Howat    1121 Detroit ave.  
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Judging from the past publishing history of the ROVER REVUE, it might best be termed a "Quarterly" but we will try and do the best to keep the newsletter from being so labled. We really want no such constraints imposed upon our efforts. Several points should be understood about our informal publishing policy; first, it is just that, informal! Anything goes into the REVUE for this is one way to assure the spread of ideas. If any of you would like something included, let us have it! We are not doing this for profit, the ROVER REVUE IS BORN OF THE LOVE AND DEDICATION WE FEEL OF LAND ROVERS AND ROVING. There can be no schedule for people like us doing something like this; after attempts at coordination in the past have shown us that the REVUE must remain spontaneous to be valid for our life-styles. Plans have a way of giving way to impulsiveness.

Some of the "more-physical-than-writing-the-REVUE" activities these past few months have been Rover related and the adventures and ideas are "revued" for you..

#### THE FIRST ANNEAL ATTEMPT AT ORGANIZING A SPRING THAW TRIP--

Sparse attendance was the reward for announcing an event only three or four weeks in advance, but three Rovers did have a great gettin' out in the woods and goin' through the gears day. From the exclusive private camp at the Oro Mine, we drove through some of the most beautiful Sierra scenery Placer County has to offer. Working our way over numerous little roads, we headed for Lake Tahoe via Squaw Valley. Up and up through recent logging operations, we eventually came across a downed sign which had marked the boundary of the Granite Chief Wilderness Area and its "NO VEHICLES" message. We replaced the sign and went on to the nearest clearing to turn around. That high-Sierra meadow had spectacular vistas in any direction one gazed. Perhaps the most fantastic and also the most obscure was the micro-scene at our feet, the little ecology of the pebbles and the grasses and their delicate existence. I know well why there must be "vehicles restricted" places.

On e moment we were seemingly on top of the world, the next found us slipping down the western slopes like the cascading waters of the spring thaw. Passing north of Hell Hole and French Meadows reservoirs, we joined the BakerRanch-Soda Springs Road and followed it to its end. Although there had been a picnic along the way, when we pulled into Soda Springs, we scarfed on "high energy" fuel from the cookie and candy counter and roared on down I-80 to our last climb of the day. This late afternoon lunge up the thickly-wooded mountain track, sometimes called Red Mountain Road, proved to be our un-doing. One of our three Rover party nudged a dead tree in a tight turn while powering it up the steep first section. Three things happened immediately; the right rear axle failed, the top few feet of the lingering snag snapped off and fell on the offending Land Rover's bonnet, and all forward motion ceased on Red Mountain Road. The road was so tightly bracketed, that it took a cable to an uphill truck to give us the maneuverability to snake the wounde Rover down to the county road. You will hear from us in a few months when a new





Spring Thaw Trip is planned.

#### BLACK ROCK DESERT MUD SLING -- July 2-4

A large group of people and machines spent the July 4th week-end in and on the Nevada desert near Gerlach. Scotty of Rover reknown has been doing this trip for ten years and it was our mis-fortune that on the first big group-outing we attend, he had to miss because of a minor mechanical break-down. The hot springs pools at Gerlach made the two hours we waited and hoped for Scotty's arrival, pass quickly and painlessly. Several of the assembled were concerned for his safety and well-being, although the waters' healing powers took care of my worries. Somehow I knew the Ol' Rover was fine!

Sallying forth from Gerlach that Saturday morning were sixteen Land Rovers of various descriptions. There were bodies long and short; tires, narrow and wide, hard and soft; avintage '61 and a so-called '74; stock and altered; old-timers and neo-phytes. We felt exhilarated to run of the gravelled road and onto flats. The machines seemed to take bit in teeth as horses will sometimes and run as suits them for awhile. Rovers too long kept to pavement played before the pursuing dust. It was so much fun that when the lake-bed began to hold the rolling trucks and dust plumes tighter to her breast, slowing us down, it was then that we noticed our group had gone several different ways across the flats. Re-grouping was accomplished after a bit and a caravan of somewhat cooler heads worked toward a rendezvous with MacLennan, whom having crossed the night before in darkness, now monitored our antics with binoculars and the invaluable C.B. radio.

Seventeen trucks rolled on to and past Double Hot Springs towards Black Rock Point and the springs there. On the way, I for one, learned to follow the leader neither too closely nor too indifferently. Our line of Rovers plowed into some of the best (worst) gumbo mud I have seen in quite awhile! Vehicles in the last half of the column became the necessary tow-trucks and winching anchors to pull those in the first half back from the gooey grip. Free Rovers also gave the moral support to several of the more "gutsy" who slithered on through somehow with the power of John Bull and stiff upper lips. Moving on, a lone Rover took to higher ground and drove the ridges paralleling the main group and did very well for a time. Tracking the higher ground with its ruts and gullies had its hazards also as we found out when the tail-end of our big 109" Dormobile camper came down hard on a descent, shattering the rear glass and warping the door. The glass crystals taped in place and the offending rear-mount spare tire moved to the bonnet-mount, we rolled on. Too late to save damage, we decided the rear mount should be a bit higher on the door. Camp that night was on high ground near Black Rock Springs on the old Larsen-Applegate Trail. From that vantage point, the lake-bed looked benign, beautiful, and bone-dry. There were no clues that a couple of days' rain had put new obstacles there for our round-up of Rovers.

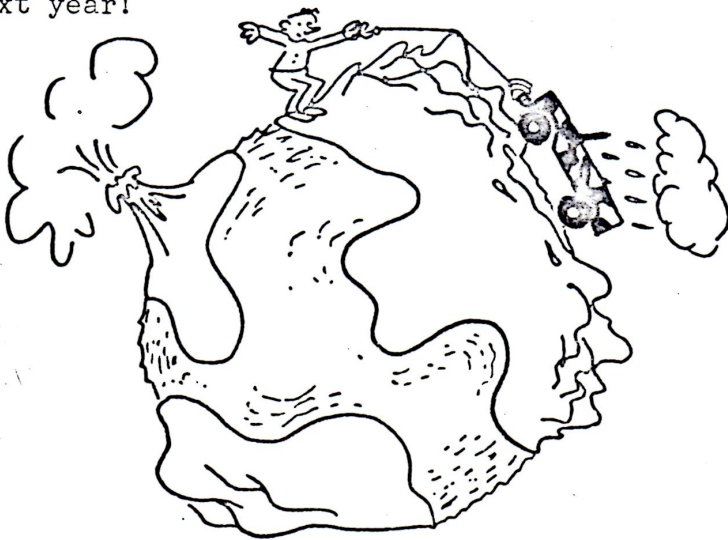
Sunday morning after proper celebration, the group went two directions. Ten of us wanted to go on and try a Quinn River crossing and the remainder were heading back to Gerlach and out of that sticky lake-bed. Mac said the locals claimed the Quinn could not be crossed after rain and that was all some of us needed to roll on to the river and more "play" in the mud. We headed southerly towards a lone peak on the far side of the sink; we called it The Orphan. Running back and forth, up and down; it was not long before we came upon the mighty, muddy Quinn. At that point it was about 50 to 75 feet across and the water was maybe two feet deep on top of about one foot silt mud. Scouting up and down stream we found two good fords and in the absence of any Chevys, we tried these two fords. The party split seven and three, keeping in touch by radio each informed



the other of repeated attempts at powering through the ooze. The first truck to the other side didn't get there easily. Charging the Quinn got us only so far. Finally the front wheels of a Rover were clawing at the far bank, but only the front tires! The mud held the truck tightly to the low of the river channel. A spare tire was dug into the sand as a "deadman" winching anchor, that little bit extra did the trick and pulled the Rover to high ground. Like the little lemmings the rest of the Rovers were driven into the "quag" to be "mired"; however, unlike the tiny beasts our mounts were quickly pulled out by many helpers.

The river crossing had lessons of nature, men and machines. Note for future desert treks, a very small amount of water quickly flows to the lowest elevation and these are the areas to steer clear of! If you are a Land Rover, it matters a bit less and can even be quite fun. Water-proofed ignition systems kept the engines of some trucks kicking perfectly while others quickly suffocated under water. Two types of sealed ignitions charged the Quinn on July 3rd; they might be called "factory approved" and the "colonial Improvised". One vehicle with a plastic candy bag tied over its distributor went into deep water several times at high and low speeds and never missed a tick, as did several others with Rover Approved Lucas systems. When even perfectly running Rover power plants, wide tires, skilled drivers and enthusiastic supporters cannot cross an obstacle; the winch comes out to play. A stranded machine can only be winched free if both ends of the cable are fastened to something sturdy. A Rover is always sturdy and especially stout when stuck, but finding an object for the hook end is often a problem. At the Quinn River we were fortunate as many willing hands made the crossing a game. Burying the spare tire was done so quickly that the stuck truck did not even get its spare to the ground before it was winching out, using someone else'. I'm happy for going by way of the river, for not only was an experience to remember; by not going by the turnpike, I didn't have to dig through the mud in my pocket for a quarter.

The Quinn River was the last obstacle of any consequence that day and it was smooth going on to town (literally anyway). On this last leg of the Black Rock Desert loop, we saw the advantages of soft, oversize tires in the comfort afforded over wash-board terrain. The pressure lessened, some trucks fairly scooted while those of us running on high-pressure 8-ply skins jolted along feeling every rock and rut. I was so shaken up by the ride that visions of marshmallows danced before my eyes and I plum forgot to give the money saved by taking the scenic route, to The Orphan. Well... there is always next year!



Thank you for  
the ARTWORK, Grover—  
ROLL 'EM!  
Rovey



1) Timing the 2 $\frac{1}{4}$  liter engine(Static)  
 a) Set the octane selector at the fourth notch from the left. b) Rotate the engine until the 3\* -6\* marks align with the flywheel pointer(No. 1 cylinder, number one is at the front of the engine,  
 c) Loosen pinch bolt on distributor.  
 d) Connect timing light in series with no. 1 cylinder e) Turn ignition key on  
 f) Rotate distributor counter clockwise then clockwise until the light flashes, then tighten the pinch bolt, the engine is now timed.



2) Take note, the hydraulic system of your Land Rover needs periodic maintenance. First, the hydraulic system absorbs water from the atmosphere, approx. 2% per year by volume, the fluid should be changed annually to eliminate the pitting that will take place in the brake cylinders if the water remains there. Secondly one must use a vegetable based brake fluid or the natural rubber components in the system will be destroyed.

3) There are numerous components on the Land Rover that can be rebuilt by American Companies. Such as the clutch plate and the cover, the cost is approximately \$50. Secondly the brake shoes can be renewed (riveted or bonded) at any Industrial Friction Service, Check your phone book. Thirdly one can have the road springs re-arched and additional leaves made. The cost of re-arching per vehicle, \$150 if you remove the springs!

4) Parts for the Land Rover

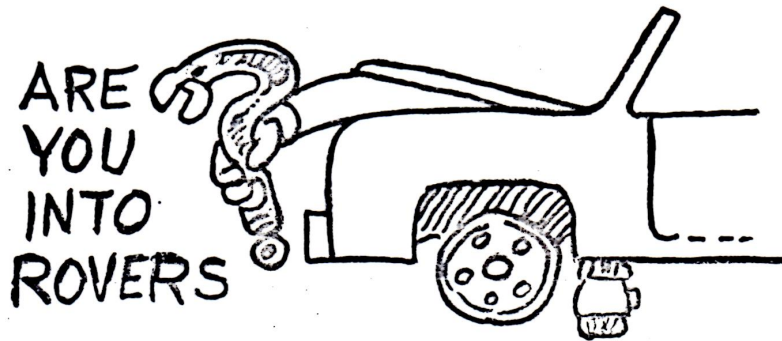
- a) J.C. Whitney now has hubs, page 28 #85-1338A at \$42, there are also universal joints, # 89-0419W on page 122.
- b) The new Sears Import Cat. has Land Rover parts listed.
- c) Dick Cepek, 9201 California Ave, South Gate, Calif. 90280 has wheels, tires and wheel locks for Land Rovers.
- d) McKanes Rover Imports, 3211 India Street, San Diego, Calif. 92103 handles parts and service for Rovers. We have never dealt with this organization, but have heard that they deal in ~~only~~ genuine Land Rover factory approved products.
- e) Atlantic British Parts, Box 322 Lewiston, Calif. 96052, Phone (916) 778-3922 has an excellent supply of parts for Land Rovers and the Rover Sedans. The prices are very reasonable. Example, Axles from British Leyand, \$98 at Atlantic British \$33. Send for a free catalogue.

5) Headlamps, for additional protection one can install solid brass wire mesh stone guards from M.G. Mitten of P.O. Box 4156 Catalina Station, Pasadena, Cal. 91106

- a) Part No. 106 for a 7 inch lamp, at \$17 see page 17 of catalogue.
- b) They also sell a very nice, real leather steering wheel cover for \$8, see pg. 62
- c) Clutch alignment tool, # CA 63 at \$4.95, pg. 44
- d) Autopress Manuals, Series 1, 11, 11a, and 111 see pg. 69.

6) Dupont sells paint for the Land Rovers (Lacquer) Check with a body shop paint supplier.





Kermit T. Krantz wrote that he would like to put air shocks on his 109. A possible solution is from Peter J. Cull member of the Rover Owners Association of North America. He writes that Gabriel Air Shocks for the Plymouth Charger fit the front of 109's and 88 models with a bushing switch (Press out the new bushings and put in the old Rover bushings. The rear 109 shocks mount like those on the chevy station wagons, so one must check with an auto parts store for a conversion.

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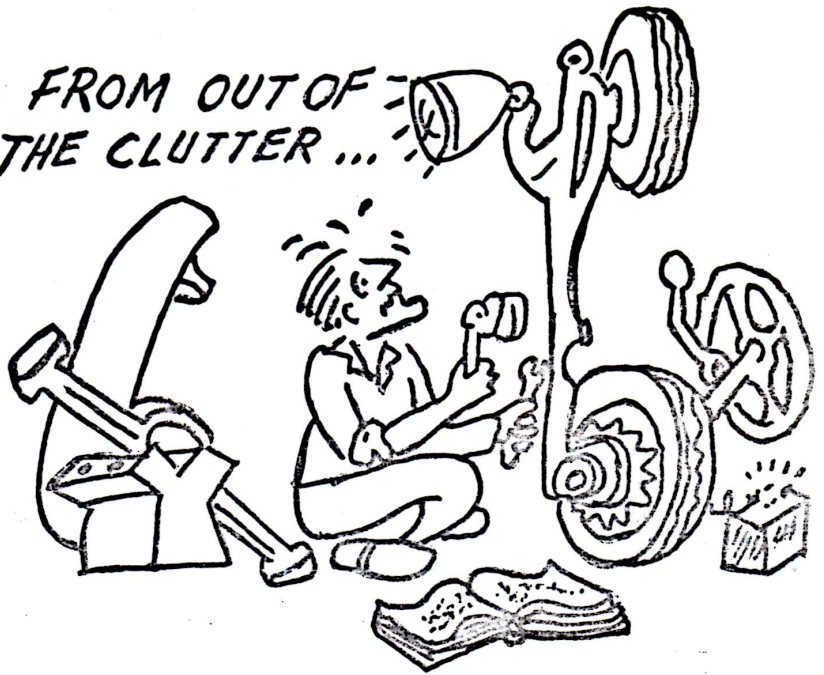
Wade Derr of Sacramento, California sent the following information. For a mere \$10 and a minor amount of work, a very usefull California Highway Patrol Push Bumber can be fitted to any Land Rover. This unit is made of very heavy steel and is well up to Land Rover Standards. Much to my surprise, I found that it lines up perfectly with the Land Rover frame and can be attached by bolting through the bumper and frame where they connect. This arrangement is outstanding for strength. Thanks to the rubber on the face of this bumper, you can push other vehicles without damaging them. The push bumpers are usually available at the "CHP" warehouses and shops for \$10. There is one located in Sacramento at 2810 Meadowview Road. For more info call Wade at (916) 392-1458).

Peter Hurst of Ontario Canada in a recent letter informed us of the following engine conversions: 1) The Rover 60 aluminum cylinder head will fit the 1½ and the 2 liter engines, plus carburetors. 2) Rover 3 liter (late) components fit the 6 cylinder engine. 3) Rover 80 had a 2¼ liter engine. 4) Peter stated that the 2¼ liter diesel cam might fit in the petrol engine, giving the engine much better breathing.

There is a Rover Owners Association of North America, 167 Oakland Road, Maplewood New Jersey 07040. The publication is printed 3-4 times a year and is an excellent source of information about Land Rovers and Rover Sedans. The cost is \$7.50 for the first year and \$5.00 for each additional.

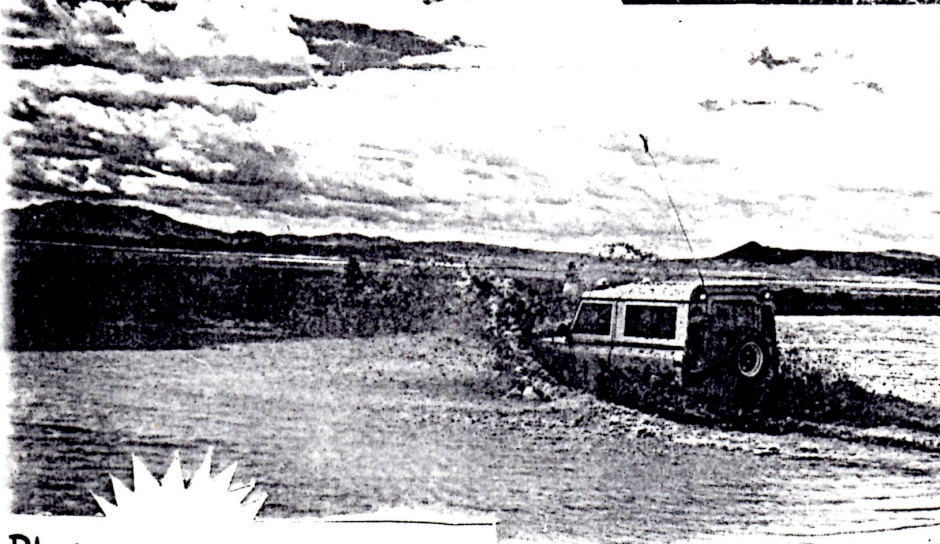
We just received another Land Rover Publication in the mail. It is called " The West Coast Land Rover Owners Group", 7440 Amarillo Road, Dublin, Calif. 94566, (916) 828-2620 The editors are Michael Green and Bret Marshead. The group has no fees, just send them your name and address.

FROM OUT OF  
THE CLUTTER ...



- For Sale 1967 "109" 2.6 many extras; Mark Halpern, 3800 El Centro, Palo Alto Calif. 94306
- For Sale 2 $\frac{1}{4}$  Liter Engine(1973), 30,000 mi., recent valve job, new carb., needs rod bearings, make offer; Steve Bullivant, 1120 Davis St., Redwood City, Calif. 94061 (415) 366-7752
- For Sale Standard 88 Hard top(71) \$300 or reasonable offer MacLennan, 2275 Latham St. #37, Mountain View, Calif. 94040
- Wanted Land Rover 88 in running condition, Contact Bruce McLaughlin phone (916) 623-5717 9-5
- For Sale 1964 ,88, winch, roll bar, rebult 2 $\frac{1}{2}$ years ago , contact Jim Garretson 700 N. st. Davis, Calif. 95616 758-2830 \$2000
- For Sale 1967 2.6 liter Engine in pieces, \$300, 2 $\frac{1}{4}$  liter Engine with Turbo-charger \$1000; Contact Wado Derr, 6498 Gloria Dr., #32 Sacramento, Cal. Phone (916) 392-1458
- Wanted Series 1 Land Rover Parts; contact Jim Trogdon, P.O. Box 1525, Placerville 95667, (916) 622-9124
- For Sale LAND ROVER PARTS, WE HAVE TEN ROVERS IN VARIOUS STATES, send all inquires to ROVER REVUE; P.O. BOX 1525, Placerville, Calif 95667 (916) 622-9124
- For Sale We the editors of Rover Revue are now building custom made aluminum roof racks for all Land Rovers. The racks are mounted to the rain gutter thus eliminating holes in the Land Rover top. Contact us for further details.





Photogs → Bob Rickard, ROVER REVUE

