

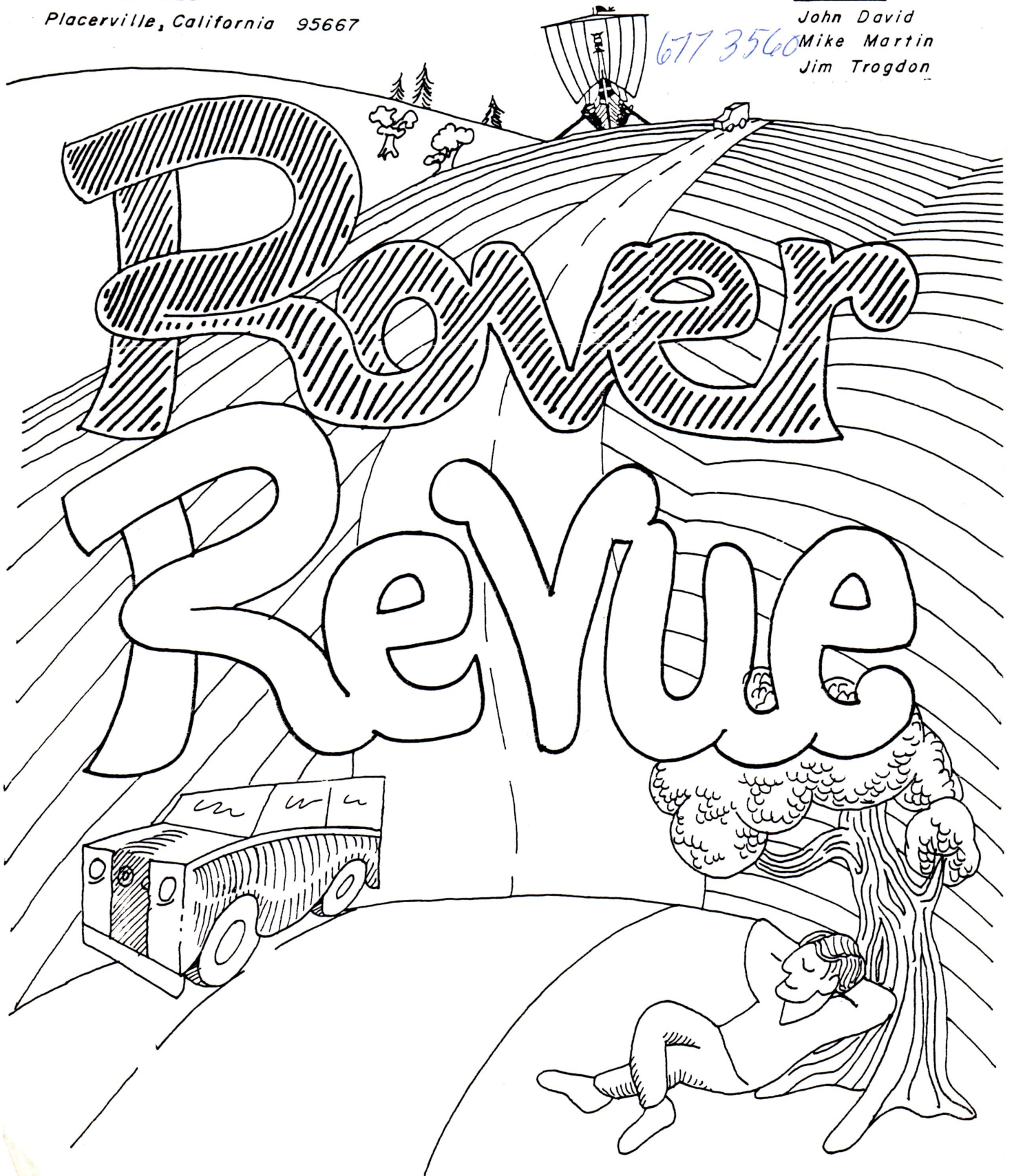
Volume 2, Number 2

Shingler Springs 1978

P.O. Box 1525
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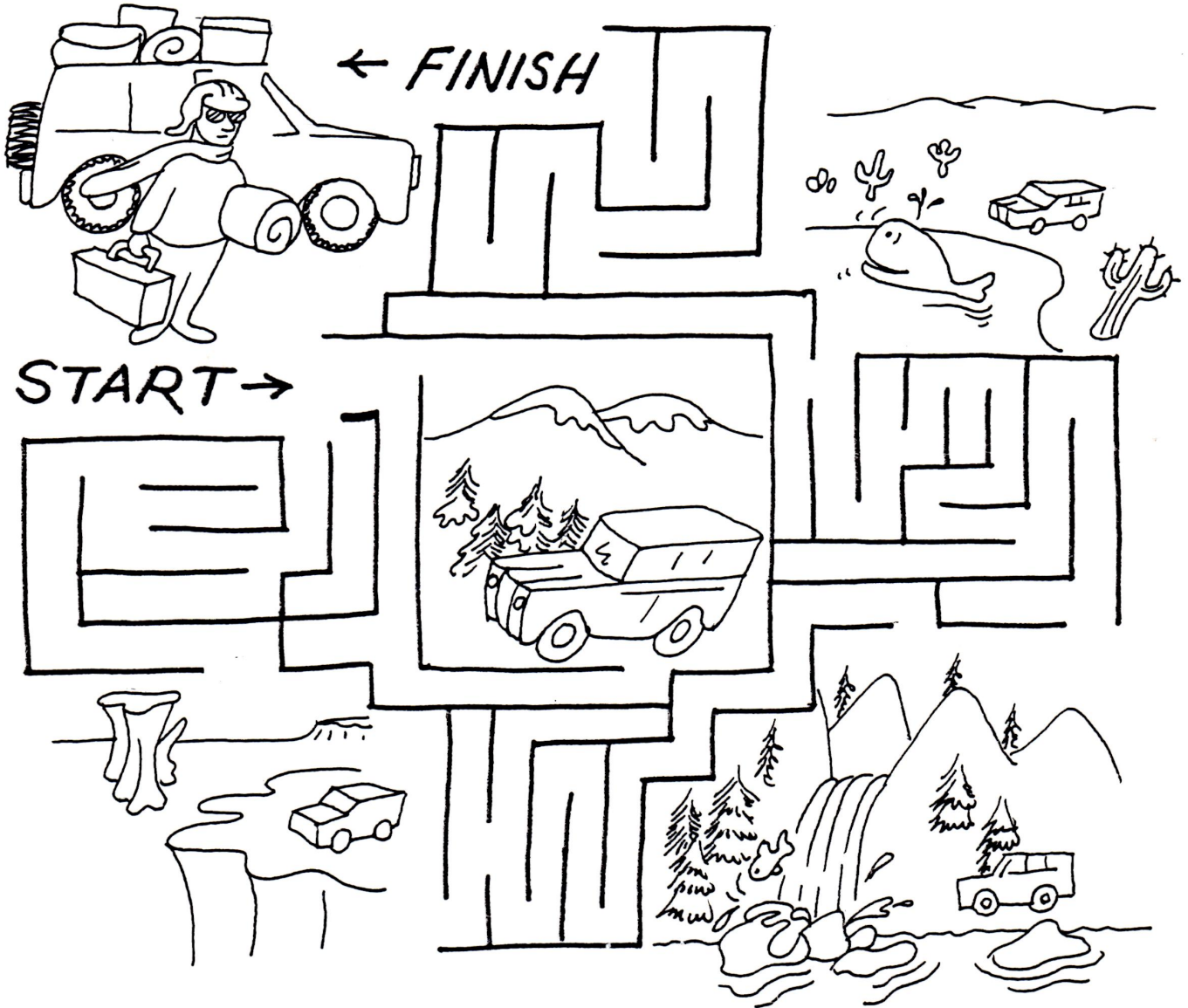


UNCLE ROVEY

Hello again! Remember us? Dedicated Land Rovers rolling into your home because you are special people, Land Rover lovers. Think about it (as you no doubt have); to be enthusiastic about a vehicle which is no longer imported to this country, nor competently repaired by the service network set up to do the job, one is often called some sort of nut! A fanatic maybe, but nut---never! Speaking from a slightly biased perspective, we know that Rover devotees are the really sane car owners. If everyone could see the lights coming through the forest or out of the mud, time after time; there would be less skepticism of oddity and more acceptance on the basis of merit.

We are here too, because it is about time for us to convey messages of treks upcoming as the vacation season approaches. We like to get out and off the well-traveled routes all year long, but in the warmer months we enjoy getting out with others and spending more than just one day following trails to adventure. Organized Land Roving begins soon with the little publicized Second Annual Spring Thaw Trip in the Sierras of Placer County. Last year, a few of us had a great deal of fun and saw some pretty rough going. One of our party broke an axle, but we don't look for that happening this year (of course, we don't look for that, it just happens at the worst times). We will probably try that road again as it is not so bad as to stop a Land Rover for long. June 10th and 11th is the date agreed upon. We also encourage folks to bring along SWAP MEET items for Saturday morning to while away the time waiting for the late arrivals. The gathering begins late Friday and by noon on Saturday we'll be assembled for the Spring Thaw Trip. The place for getting together is Baker Ranch; about four miles out of Foresthill, California on the Auburn to Soda Springs Road. This is an easy 1½ hour drive from Sacramento on good road (I-80 to Auburn, and Foresthill-Soda Springs Road the last 20-30 miles), and easy to find us in Baker Ranch. Just look for Land Rovers!

Vacation Maze



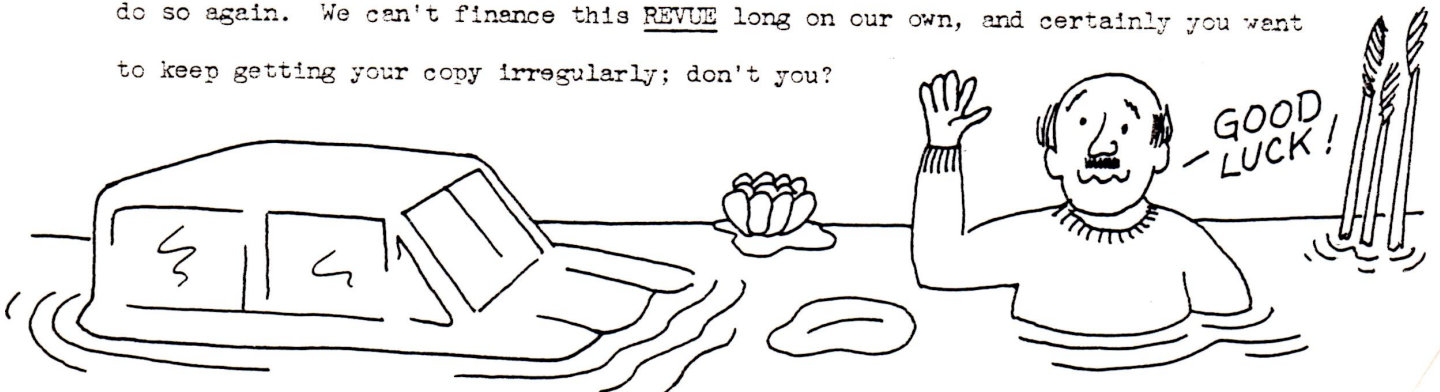
This next trip hardly needs announcement to Land Rovers as so many people wouldn't miss Scottie's Annual Black Rock Desert Run on the Fourth of July weekend that a good crowd is assured. For those of you who haven't heard, or have yet to decide on going; take my advice and come along for a ride you won't forget. Provision well for the three or four days you plan to be out on the Black Rock, for history proves it to be one bad desert for travelers. It is rough going and days between drinking water (even now in Land Rovers) and the unexpected can happen here, so expect surprises. Don't be surprised though when you roll up to the hot springs pools outside GERLACH, NEVADA and gaze on 15-20 Land Rovers and 40-50 rover-persons.

It's a truly fine experience roving the historical Black Rock, looking for artifacts (Indian and pioneer types) and getting to know other Rover owners who like to swap stories as much as you do! So...if you want to get in on this one too; get up to Gerlach's springs by noon on Saturday, July 1! Better yet, get there by 10:00am and get acquainted with your fellow adventurers early.

We have word from the people at Atlantic-British in Lewiston that they will sponsor a meet and trip towards the end of the summer up in their neck of the woods. We will write more on it later, but if you want first-hand information, drop them a line and let them know you are interested at Atlantic British, P.O. Box 322, Lewiston, Ca., 96052.

Some of us are already to go to Baja next January with Scotty on perhaps one of the most ambitious trips any of us has been on yet. A long-distance journey requires a whole different outlook on driving and provisioning; after all, you want to be sure you come back on your own power, and live well for the whole trip. Again, for the details of this adventure, it is best to drop Scotty a note at Scotty's Foreign Car Service, 1121 Detroit Ave., Concord, Ca., 94520. The word I have is that the last 50-60 miles to destination (some of the best beach-combing on the Pacific Coast) takes a full eight hours of driving/work. Let's get a good group together for Baja in January, and let's all get practiced at handling difficulty this summer. As with many other things, practice is worth every bit of time spent on it.

Now that all the fun and adventure has been promised, we must ask you to renew your subscriptions to the ROVER REVUE so that we can continue to publish every now and then. Those of you reading this who have not yet sent in your five dollars, please do so now, and those subscribers who paid "sometime way last year", please do so again. We can't finance this REVUE long on our own, and certainly you want to keep getting your copy irregularly; don't you?



DOWN

ROVER to ROVER Engine Swap

I had hoped, by the time this issue was presented, to be able to outline the installation of the 3 liter six cylinder Rover engine in the place of the 2.6 litre 109" in my Series IIA Dormobile Camper, including subsequent performance changes. However, pressures of work have precluded completion of the installation.

Those who speak of the direct bolt-in process of the transfer have obviously not done the change themselves, nor even heard first-hand of such a swap. I used the 3 litre engine from a late fifties model Rover sedan, acquired so long ago that all particulars except the \$35. price and the fact that the vehicle had been functioning rapidly when it met its demise at the base of a pole, are forgotten!

The 3 litre is equipped with dual S.U. carburetors and enjoys the reputation of a durable, trouble-free, silinet-running engine that the nearly identical 2.6 engine does not... for some strange reason. Having used both engines somewhat, I can vouch for the difference!

The first problem encountered was the discovery that the 3 litre does not match the Series IIA bell-housing, due to the Series I type starter used on the 3 litre (later models might have starters similar to the IIA, but I have not been able to verify this yet)! Rather than change the bell-housing to the Series I type, (necessitating a change in the cluster gear bearings and shaft itself) I cut a small portion of the housing away to accommodate the larger snout of the Series I type starter. Cutting approximately 3/4 inch from and parallel with the bell-housing mating surface, I removed an approximate 110 degree segment of the starter shaft covering portion of the bell-housing. This afforded the smooth engine to transmission bolt-up, although it will allow a small amount of dirt or water to enter the clutch area if not sealed in some manner; perhaps a sheet metal shroud.

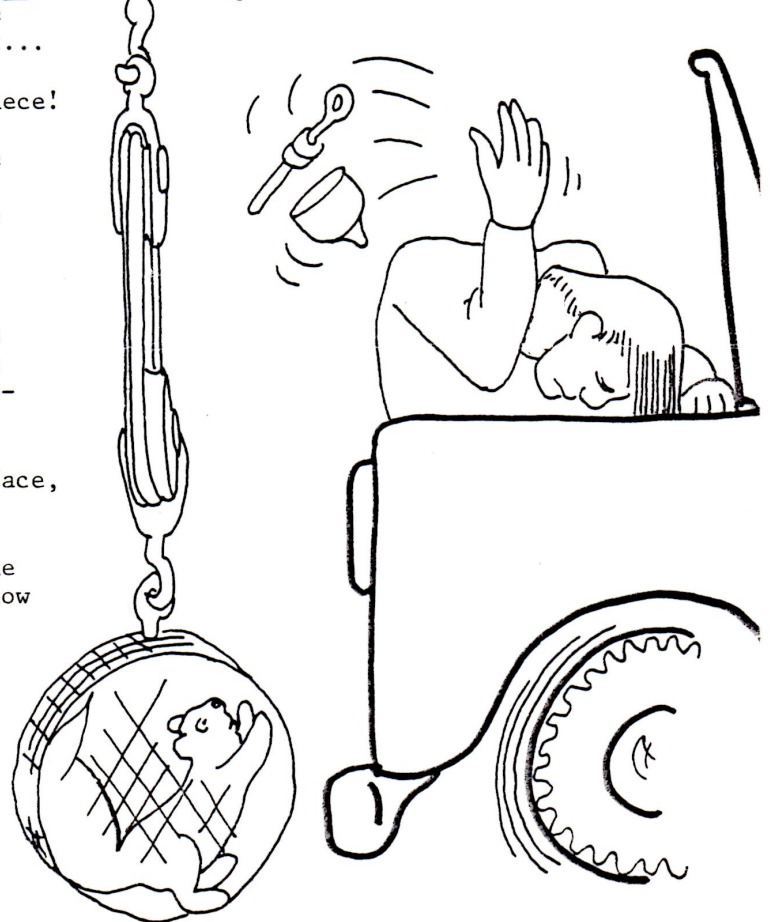
The pulleys on the 3 litre take a wider belt and the crank pulley is different to such an extent that it necessitates the use of a wide pulley on the generator or alternator. The 2.6 litre exhaust manifold must be used to match up with the stock head-pipe unless a header is utilized.

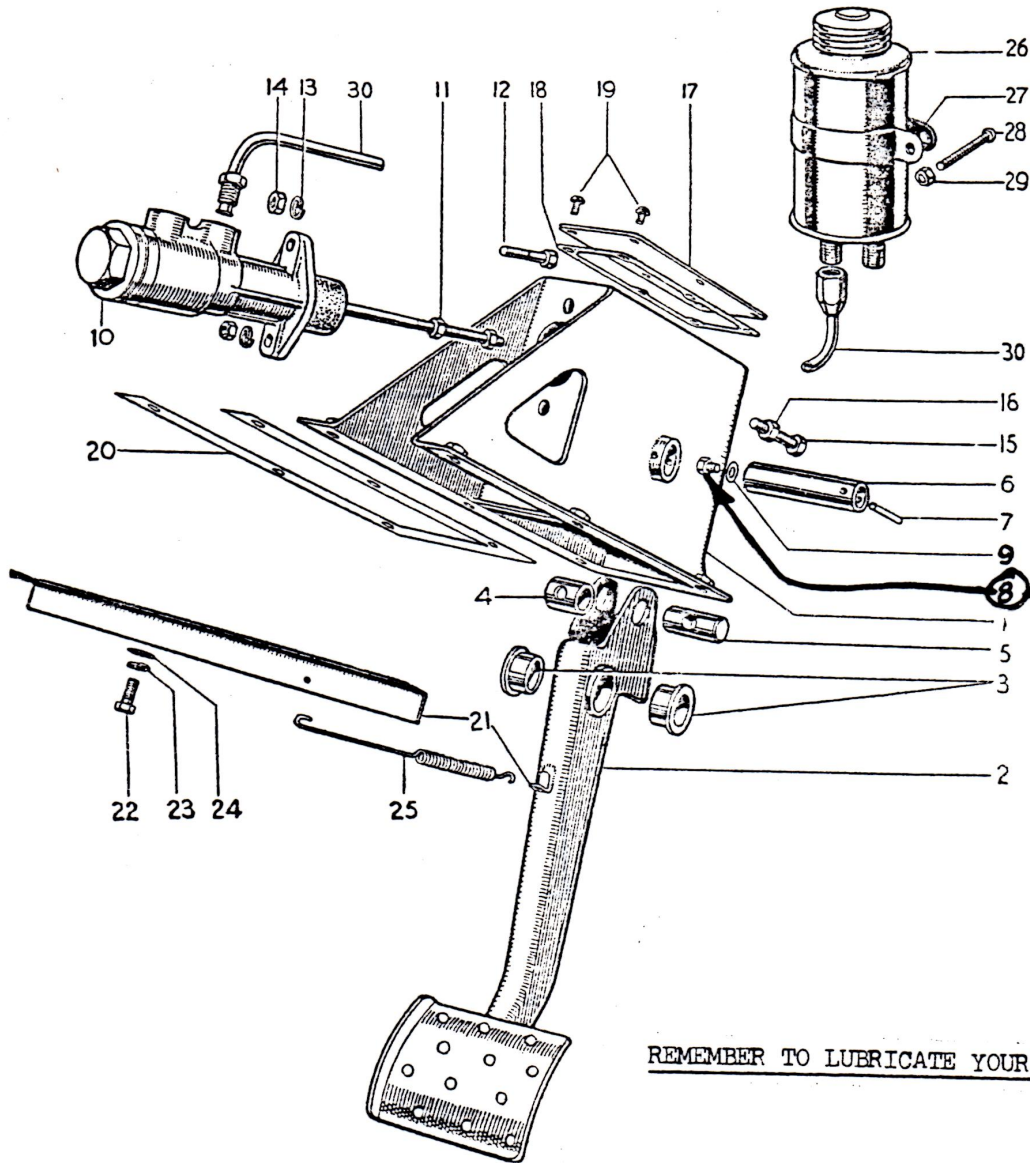
ENGINE

(continued)

The lower radiator hose must be altered, the 3 litre fitting being smaller and approximately ten inches lower than the 2.6 liter water intake. An approximate 2 inch diameter hole must be cut in the firewall near the gas pedal, to have access to the starter locking bolt used on the Series I starter. The throttle linkage needs revision and any number of ways may be used. As yet, I have not done this.

I feel that the engine will be an improvement and look forward to reporting the change realized in the next issue of ROVER REVUE.





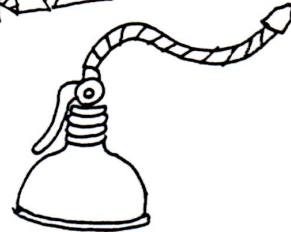
REMEMBER TO LUBRICATE YOUR SWING PEDALS

- | | | | | | |
|--|----------------------------|-------------------------------------|---------------------------------------|------------------------------------|--|
| 1 Brake pedal bracket | 2 Brake pedal | 3 Bushes | 4 Distance piece | 5 Pedal trunnion | 6 Pedal shaft |
| 7 Pedal shaft locating pin | 8 Oil plug | 9 Joint washer | 10 Brake master cylinder | 11 Nut for master cylinder pushrod | 12-14 Fixings—master cylinder to pedal bracket |
| 15-16 Bracket pedal stop | 17 Pedal bracket top cover | 18 Gasket | 19 Fixings—top cover to pedal bracket | 20 Pedal bracket gasket | 21 Pedal return spring anchors |
| 22-24 Fixings—anchor plate and pedal bracket to dash | 25 Pedal return spring | 26 Brake and clutch fluid reservoir | 27 Reservoir retaining clip | 28-29 Fixings—clip to reservoir | 30 Pipe complete—reservoir to master cylinder |

OTHER ROVER ORGANIZATIONS

- 1) Rover Owners Association of North America 167 Oakland Road Maplewood, New Jersey 07040 C. Brian Kapalin
- 2) Rover Owners Association of Michigan, 415 Longshore Drive Ann Arbor, Michigan 48105 (313) 662-2413 John Russell
- 3) Transfer Box c/o # 2-95 Fourth Avenue Ottawa Ontario K1S 2L1 Beter H. Hirst 705 6352968
- 4) West Coast Land Rover Owners Group 7440 Amarillo Road Dublin, Calif. 94566 Michael Green & Bret Morshead

MECHANO-TREKS



AHOY MATES

Does anyone out there have a capstan and rope winch??
If so, perhaps someday we could have a demonstration
of how it used to be "hauling up".



SOURCE:

J.C. WHITNEY

Land Rovers are amazing in the greatest ways !!
If you have ever worked with auto glass, you
know what a relief it is to have all that flat
glazing on your own car!! If your Rover's
windows stick or jiggle and rattle, help is
as near as the closest J.C. Whitney catalog.
That is usually not too far, and it is very
easy to install the new rigid, felt window
channel (#19-347W; \$4.49 per six feet)
Door sliders need six feet; Station Wagon
side sliders per side require sixteen feet.

SEALS

U.S.
Oil Seals
all inner Wheel,
Chicago Rawhide #23152
Front crank, Chicago #19220 Or
National #481195; differential pinion,
C.R.#17523 (O.D. is 0.01" larger--good fit!!)

J.C. Whitney also sells something called
COLD GALVANIZING COMPOUND for restoring
the dip-protected components on the Land
Rover. I recall reading of a Rover owner
on the East Coast, taking his car down to
basics and having the frame steel protected
by a special dipping followed by filling
all the holes with a corresponding alloy
or a tight plastic plug. Aluminum alloy
body and heavy steel are not enough for
that guy, nosirree-bob!!

PUBLICATIONS

Land Rover Owners Workshop Manuals by Kenneth Ball, AutoPress LTD Bennett Road
Brighton BN2 5JG England

a) Autobook 712 Land Rover 1,2 1595, 1997cc Petrol Engines 2052cc,
Diesel Engines 1948-61

b) Autobook 895 Land Rover 2, 2a, 3, 2½ Litre; Petrol, Diesel, 2.6 Litre
Petrol 1959-75

The Land Rover Workhorse of the World by Graham Robson, David & Charles Publications
Library of Congress Catalog Card Number 76-7294 (History of Land Rover)

Overland by Peter Fraenkel, David & Charles Publications
Library of Congress Catalog Card Number 75-26358
(Book on how to plan and organize an overland journey.)

WANTED: ADS

- For Sale 1969 88" 2½l. Standard hardtop with 16" wheels, new M/S tires. 49,000 mi. Needs valve job. AM/FM, headers, electric fuel pump, and steering damper. Trade for Van, LR 109" or \$\$ Best Offer!! Eric Flora, 2416 MacGregor Dr, Rancho Cordova, CA 95670 (916) 635-3457
- For Sale 1967 109" 2.6liter, many extras! Mark Halpern, 3800 El Centro, Palo Alto, 94306
- For Sale 1964 88" winch, roll bar, rebuilt 3years ago. Jim Garretson, 700 N Street, Davis, Ca, 95616 758-2830 \$2000.
- For Sale 1967 2.6 liter engine, runs! Kermit Krantz, (515) 243-1123 or 225-7132
- For Sale 1973 2½ liter engine. 30,000 miles, recent valve job, new carb. Needs rod bearings. Make Offer. Steve Bullivant, 1120 Davis St. Redwood City, CA 94061 (415) 366-7752
- For Sale Series IIA 2½liter engine in boxes, head bad! Sell all or parts. John, (916) 392-5848 before 0800 please.
- Wanted Electric Winch, used or other reason for good price. Contact John (above)
- Wanted 2½liter engines from con versions. Jim Trogdon, PO Box 1525, Placerville, CA 95667 (916) 626 work or 622-9124home
- Wanted 88" in running condition. Bruce McLaughlin (916) 623-5717 9 to 5 only
- For Sale Standard 88 Hardtop from 1971 LR \$300. or offer MacLennan, 2275 Latham St.#37, Mountain View, CA 94040
- For Sale and Wanted Land Rover parts and pieces of all descriptions, Contact ROVER REVUE
- Wanted Kodiak Fresh Air heater for Land Rover or help in finding a good alternative from another vehicle to up-grade the standard "can" heater. John David, 2254- 66th Ave, Sacramento, CA. 95822 (916) 392-5848 before 0800 please.

We want to hear other's tales and will print any photos and stories, maintenance tips, sources, and other items of interest to our readers. We welcome letters to the editors!

FOR SALE 1967 109 ' Station Wagon, 2.6 liter, 16" wheels. \$2500/ offer
Contact: Norman Lewis, 6486 S. Kipling Ct., Littleton, CO. 80123
(303) 973-0419

For Sale 1965 88" Hardtop, 67,000 miles, winch, tow bar, gas cans, carpet, AC power,
ax, shovel, Selectro hubs, good tires, new dist., driveline and Carter carb.
\$2000. Contact: Laine A. Fluckiger, 1064 Fremont St. Menlo Park, CA.
(415) 323-9555

For Sale 2.6 liter engine, 3 starters plus a 2 $\frac{1}{4}$ starter, also front drive shaft.
\$300. Santa Cruz; (408) 688-9651 Evenings only

For Sale Complete gearbox (re-built) and several parts from a 1964 109"
4-L84x15 tires an H.D. wheels. Gordon McAfee, 3567 Golden State dr.
Santa Cruz, CA. 95057 (408) 249-4472

MAINTAINANCE NOTE:

We have run into rust-out problems in the front, bottom edge of the 88" petrol
tanks apparently resulting from wet material left sitting in the gap between the
skid plate and the tank itself.

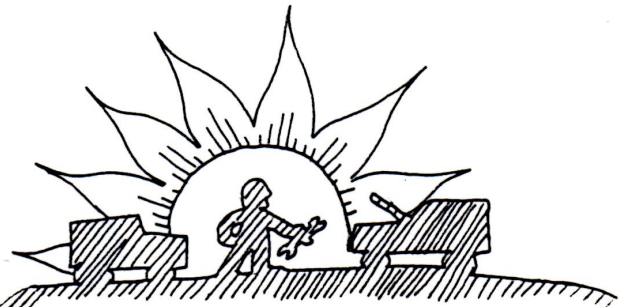
Weather-stripping for doors is now available through Scotty (see his ad elsewhere)
and is similar to original but is installed with adhesive rather than rivets.

WANT MORE SHOCKS?? READ ON...

Robert Ford of Harisonburg, Virginia sent
us some data on shock absorbers in response
to our question of fitting "air" shocks.
Robert tells us that GABRIEL air shocks for
the Dodge Charger will also fit 88 and 109
Rovers if the rubber bushings are replaced
with the ones from your Rover. Also, the KYB
"Gas-a-just" shocks are available for Rovers
through Buck Bradley Enterprises of Garden
Grove, California. Extra heavy duty (non-
air) shocks from certain Divco trucks will
fit Land Rovers. .

PISTON RINGS
Quality and Low Cost!!

American Hammered Piston Ring Co.
of Sanford Street, Muskegon, Mich.
makes rings for all models and are
very reasonably priced. We bought
ours locally, the cost; \$21.00 !
Stock # W-459 and W-5925x



SCOTTY'S FOREIGN CAR SERVICE

Land Rover - Leyland

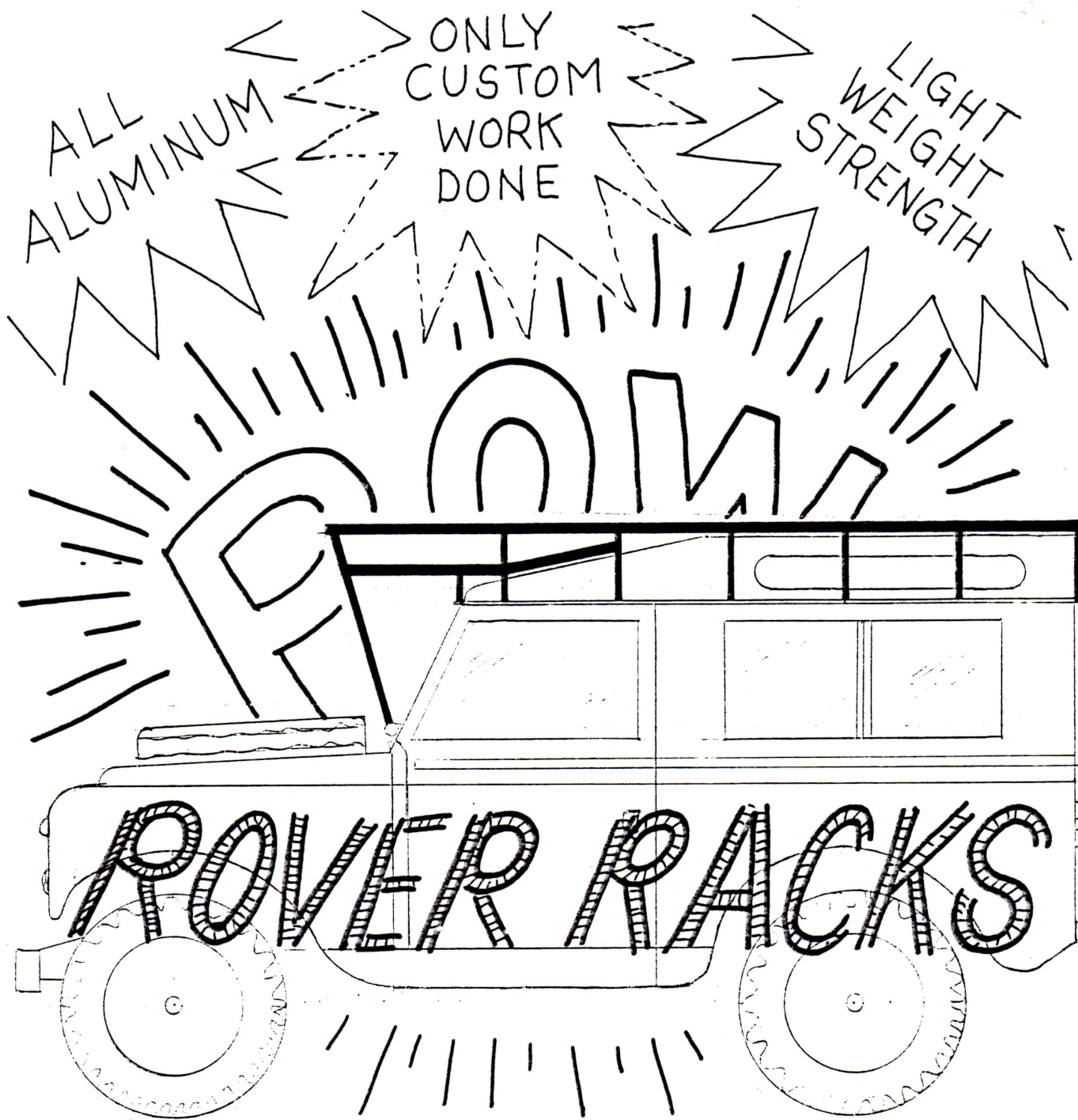
Land Rover specialist in SALES, PARTS
and SERVICE.

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.
Concord, Cal.

(415) 686-2255

94520



CARRY MORE ON TOP WHILE KEEPING THE CENTER OF GRAVITY LOW!!

HEAVY GAUGE, HIGH TENSILE STRENGTH PROVIDES FOR MORE USABLE CARGO CAPACITY WITHOUT OVERLOADING!!

EACH ONE MADE TO FIT THE PARTICULAR NEED, DESIGNED WITH AND FOR YOU!!

NO EXTRA HOLES IN THE STANDARD ROVER TOPS; POSITIVE ATTACHMENT!!

PITCH A TENT, HAVE A PARTY, DANCE!!! GET IT UP ON TOP!!!

ROVER REVUE, P.O.Box 1525
Placerville, CA. 95667
(916) 622-9124