

Winter 2006

THE NEWS

Serving America's Enthusiasts Since 1979 With Land Rover Parts & Accessories



Seasons Greetings

Bonus Holiday Gift Guide

2006 Rovers North Holiday Gift Guide

AT ROVERS NORTH, IT'S ALWAYS OUR PLEASURE TO OFFER OUR CUSTOMERS THE HIGHEST QUALITY PARTS AND ACCESSORIES AT THE MOST COMPETITIVE PRICES. AND NOW THAT THE HOLIDAYS ARE HERE, WE WANT TO MAKE YOUR GIFT-GIVING AS EASY AS POSSIBLE. CONTACT ANY OF OUR KNOWLEDGEABLE LAND ROVER EXPERTS.



The Rovers North Gift Certificate

The gift with 100% guarantee of satisfaction. No matter the value, our gift certificates are always a welcome gift.
Page 13



Land Rover Multi Tool

Be prepared for any situation that can arise on or off the trail.
Page 13



The Rovers North Jacket

From the trail to a night out, this Rovers North Jacket is as versatile as your Land Rover.
Page 5

The Fine Print

Any part can be returned to Rovers North for any reason without prior authorization up to 30 days after an order is received, with no restocking fee, except Special Order Parts* ordered per customer request. Parts returned after 30 days are subject to a 20% restocking fee- no exceptions. *Special Order Parts are non-returnable unless defective.

All Parts and accessories sold by Rovers North are guaranteed to be free from defects for 12 months, unlimited mileage to the original purchaser.

Three Great Ways to Shop with Us

roversnorth.com

Fast, Easy, and Secure. Find thousands of additional products to choose from 24 hours a day.

800 403-7591

Give us a call to place your order, or to simply check on the status of your order.

Rovers North Store

If you live nearby, or are just visiting Vermont, please stop by and view our parts and accessories first hand.



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Hours: Mon-Fri: 8:00 - 5:30; Sat: 8:30 - 12:30 EST

Prices subject to change without notice.

Sightings submissions may be sent to our above address or email to sightings@roversnorth.com

We goofed with our cover credits in the Fall issue. Pamela Petroff authored the story on the Wallowas. Thanks again, Pamela!

Welcome Land Rovers,

This is a wonderful time of year to be with family and friends, and as we reflect back on 2006 we have a lot to be thankful for. In March after 14 months of effort, a T1 line finally made it to the wilds of Westford, and Rovers North entered into the world of high-speed internet access. Then in October, we launched our new website and forum providing all our customers with access to the world wide range of Land Rover Genuine Parts and accessories. Every part offered by Land Rover is now available to you direct from Rovers North.

For 07 we continue our mission of offering the best selection of Land Rover parts and accessories at the most competitive prices you'll find in North America. While Land Rover is discontinuing parts for older Land Rovers, we continue to source vital stock direct from the original manufacturers. The original Land Rovers were designed to run endlessly, and we are determined to help you to keep them in top condition. It's the bond we share with these timeless machines that help us identify with your needs. So it is with the sincere appreciation from all of us, and our families here at Rovers North that we wish you and your family the most joyous holiday season and a happy New Year.

Thank you for choosing Rovers North,
Mark and Andrea Letorney



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Long Sleeve Thermal

100% cotton. Micro waffle weave is lightweight and offers 100% stretch. Vintage garment washed. No shrinkage.

(A) Icon Long Sleeve Thermal T

TS52 Chocolate color. Specify S, M, L, XL, XXL\$ 24.95

(B) Icon Long Sleeve Thermal T

TS56 Army color. Specify S, M, L, XL, XXL\$ 24.95

Long Sleeve Crew

100% combed ringspun cotton. Soft fine knit jersey that is comfortable and lightweight. Vintage garment washed. No shrinkage.

(C) Icon Long Sleeve Crew, 100 % Cotton

TS54 Chocolate color. Specify S, M, L, XL, XXL\$ 24.95

(D) Icon Long Sleeve Crew, 100 % Cotton

TS53 Army color. Specify S, M, L, XL, XXL\$ 24.95

(E) Icon Long Sleeve Crew, 100 % Cotton

TS55 White color. Specify S, M, L, XL, XXL\$ 24.95



The New Rovers North Jacket



Great Holiday Gifts.

Designed to take you from the trail to a night out on the town, this Rovers North jacket is as versatile as your Land Rover. A Limited edition, this jacket is constructed using modern fabrics for the ultimate in utility, performance and style. Our lightweight jacket features a breathable, wrinkle-free, stretch twill body and durable, Microfleece lined softshell shoulder and arms. A 4x4-stretch fabric gusset under each arm provides further breathability and flexibility. Windblock zippers throughout, double-needle stitching and barrel drawcord waist. Embroidered left chest with Land Rover Icon in Black.

RNJ2006 Olive/Black color, Specify M, L, XL\$ 89.99

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**(A) Defender Short Sleeve Crew**

TS44 Army color. Specify S, M, L, XL, XXL\$ 21.95

(B) Icon Knit Beanie, Acrylic Knit with Fleece

RNH2002 Black / White / Grey\$ 18.95

(C) Icon Ribbed Beanie, 100 % Acrylic

RNH2004 Black / Charcol.....\$ 23.95

(D) Defender Short Sleeve Crew

TS45 Black color. Specify S, M, L, XL, XXL.\$ 21.95

(E) Icon Short Sleeve Crewn

TS49 Army color. Specify S, M, L, XL, XXL\$ 21.95

(F) Defender Beanie, 100 % Acrylic

RNH2005 Brown.....\$ 23.95

(G) Rovers North Fleece Beanie

RNH2001 Grey.....\$ 18.95

(H) Icon Short Sleeve Crew

TS47 Tangerine color. Specify S, M, L, XL, XXL.....\$ 21.95

(I) Land Rover Velocity 100% Cotton Pique Polo

PS12 Navy color. Specify S, M, L, XL, XXL\$ 32.95

(J) Land Rover Velocity 100% Cotton Pique Polo

PS13 Dark Forest color. Specify S, M, L, XL, XXL\$ 32.95

(K) Land Rover Velocity 100% Cotton Pique Polo

PS14 Black color. Specify S, M, L, XL, XXL\$ 32.95

(L) Land Rover Velocity 100% Cotton Pique Polo

PS11 Orange color. Specify S, M, L, XL, XXL\$ 32.95

All Short Sleeve Crew t-shirts are 100% combed ringspun cotton. Soft fine knit jersey that is comfortable and lightweight. Vintage garment washed. No shrinkage.





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NEW Holiday Beanies, T-Shirts & Polo's

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**(A) Rovers North Beanie, 100 % Acrylic**

RNH2000 Blue / Grey\$ 19.95

(B) Icon Short Sleeve Crew Contrast stitch

TS48 Chocolate w/ Tangerine color. Specify S, M, L, XL, XXL. \$ 21.95

(C) Icon Short Sleeve Crew

TS46 White color. Specify S, M, L, XL, XXL.\$ 21.95

(D) Icon Beanie, 100 % Cotton

RNH2003 Charcoal / Black.....\$ 19.95

(E) Defender Flexfit Hat

If you are not a "one size, fits all" kind of person, then this fitted hat is made for you. Flexfit hats have no snap or buckle in the back. They are true flexible fitted caps. They stretch to fit you "just right!" The flex-fit system stretches to fit multiple head sizes, so it adjusts to your head size to provide a snug, comfortable fit.

RNH2006 Defender Flexfit Hat, Balck\$ 21.95

(F) Icon Woman Cap Sleeve Crew

TS50 Chocolate color. Specify S, M, L, XL.....\$ 21.95

(G) Icon Woman Cap Sleeve Crew

TS51 Storm color. Specify S, M, L, XL.\$ 21.95

All Short Sleeve Crew t-shirts are 100% combed ring spun cotton. Soft fine knit jersey that is comfortable and lightweight. Vintage garment washed. No shrinkage.

Woman's T-shirts are 100% combed ring spun cotton. Soft fine knit jersey that is comfortable and lightweight. Side seamed, tapered waist. Vintage garment washed. No shrinkage.



E



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Great NEW
T-Shirts, Beanies and Hats.





Land Rover Logo Hat, Green Twill Cotton Hat

Land Rover logo on front, adjustable to fit all sizes.

(A) RNA696 Land Rover Hat Green Twill Cotton.....\$ 18.50

Waxed Cotton Hats

Perfect for the rain, our waxed cotton hats keep you dry. Features embossed RN Rallye Plate logo on the front and the Land Rover Genuine Parts Support logo on the back, adjustable to fit all sizes. Holds up well to oil and grease when working under your Land Rover.

(B) RNH04G Rovers North Green Waxed Cotton.....\$ 16.50

(C) RNH04K Rovers North Khaki Waxed Cotton.....\$ 16.50

Rovers North Rallye Plate Logo Hats

NEW multi-colored Rovers North hats with rallye plate logo in

Aluminum Alloy. Adjustable to fit all sizes.

(D) RNH060 Rovers North Pewter Badge, Orange.....\$ 15.95

(E) RNH06G Rovers North Pewter Badge, Green.....\$ 15.95

(F) RNH06K Rovers North Pewter Badge, Khaki.....\$ 15.95

(G) RNH06B Rovers North Pewter Badge, Black.....\$ 15.95

(H) RNH06S Rovers North Pewter Badge, Sand.....\$ 15.95

(I) RNH06Y Rovers North Pewter Badge, Yellow.....\$ 15.95

(A) Land Rover Dog Tag

Circular metal dog tag with full color Land Rover logo; suitable for engraving on the reverse. 1 1/4" in diameter.

RNG2012 Dog Tag\$ 5.95

(B) Land Rover Karabiner Key Chain

RNG2007 Karabiner Key Chain.....\$ 9.00

(C) Land Rover Leather Key Fob

LRO0785 Leather Key Fob\$ 8.95

(D) Land Rover Lapel Pin Badge

RNG2009 Lapel Pin Badge\$ 5.95

(E) Wind-up Flashlight

Never worry again about an emergency flashlight. This flashlight requires no batteries and no bulbs. The ultra bright LEDs emit an intense bright light with very little winding. One minute of winding will operate the flashlight for over one hour! Compact size fits perfectly in your Land Rover, emergency kit, tool box; anywhere you might need light. Operates with one or three LEDs.

RNG2020 Wind-up Flashlight.....\$ 22.95

(f) Solitaire Mini Mag-Lite® Flashlight

This compact Mag-Lite® makes for a perfect keyring, or just leave it in the case and keep it in your Land Rover for those times you need a little extra light. Throws a beam up to 40ft in distance. Includes 1 AAA battery included.

RNG2018 Minni Mag-Lite®\$ 19.95

(g) Travel Mug

This 16 oz mug is ideal for any adventure; with or without your Land Rover. Of course, we suggest never leaving home without your Land Rover. Comes with a very handy carabiner so you can hook it to just about anything.

RNG2019 Travel Mug\$ 16.95

(H) Cooler Chair

Now you never have to get up to get yourself a drink. This practical cooler/chair has a 24 can capacity along with a rear storage pocket to hold everything else. Comes with a detachable and adjustable shoulder strap that makes both storage and portability easy.

RNG2017 Cooler Chair\$ 39.95

(I) Vintage Series Speedometer Clock

Keeping Land Rover time has never been so easy.

12 1/2" in diameter. 1 AA battery included.

RNG2016 Speedometer Clock\$ 24.95

(J) Land Rover Bottle Opener

Bottle opener with laser etched Land Rover logo

RNG2010 Bottle Opener\$ 5.95

(K) Haynes Extreme Land Rover Discovery

The Definitive guide to modifying your Discovery.

Book70 Haynes Extreme Land Rover Discovery.....\$ 29.95

(L) The Rovers North Gift Certificate

RNGC25 Rovers North Gift Certificate\$ 25.00

RNGC50 Rovers North Gift Certificate\$ 50.00

RNGC100 Rovers North Gift Certificate\$ 100.00

(M) Land Rover Multi Tool

Medium size Stainless Steel multi tool with spring action pliers, wire cutters, bottle opener, mini torch, file, screw driver, serrated knife, hoof spike, bottle opener and knife blade. Comes with a black nylon carrying case with belt strap.

RNG2014 Multi Tool\$ 29.95



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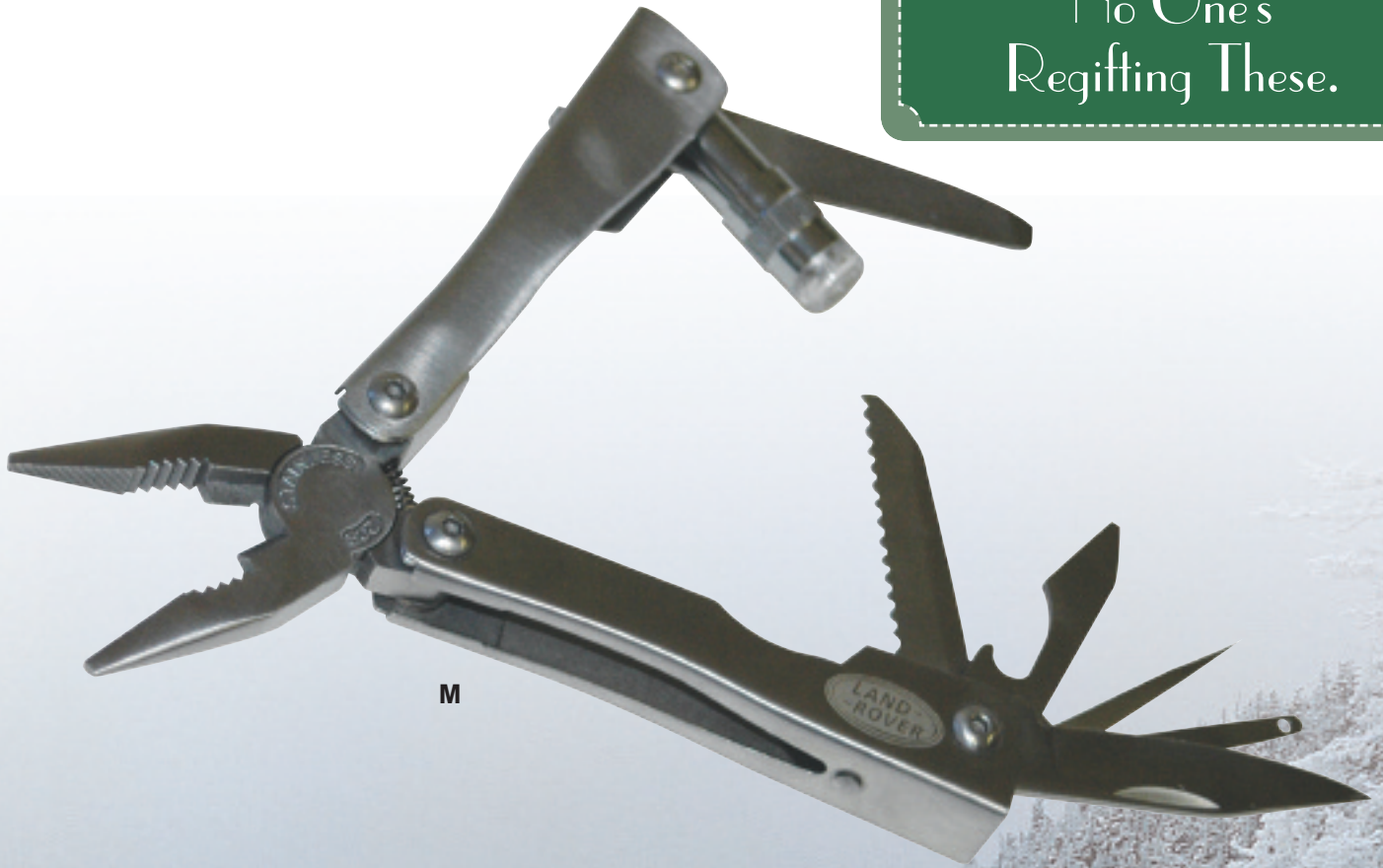
E



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No One's
Regifting These.



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K



L



Land Rover Models Make Great Gifts.



Land Rover 1/18 Scal Models

Defender 90/110, 1/18 diecast metal scale model with details that are just astounding. Full undercarriage with axles, transfercase, driveshafts, and suspension parts. The bonnet opens and has a prop rod revealing the Td5 engine. The doors open showing dash, shifters and a detailed interior. The steering wheel turns and operates the front wheels. Every Land Rover enthusiast will appreciate the super details and unique qualities.

(A)	RNG3846	Defender 90 truck cab, White.....	\$ 39.95
(B)	RNG3860	Defender 110 4 door, Green	\$ 45.95
(C)	RNG3852	Defender 90 SW, Silver	\$ 39.95
(D)	RNG3832	Defender 90 SW, Blue	\$ 39.95

Land Rover 1/43 Scal Models

(E)	RNG1241	Defender 90 Station Wagon, Silver.....	\$ 29.95
(F)	RNG1240	Defender 90 Station Wagon, Green.....	\$ 29.95
(G)	RNG1531	Land Rover Series III, Red.....	\$ 29.95

Land Rover Experience 1/43 Scale Model

(H)	RNG2013	Defender & Range Rover, silver.....	\$ 49.95
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Cup Holders

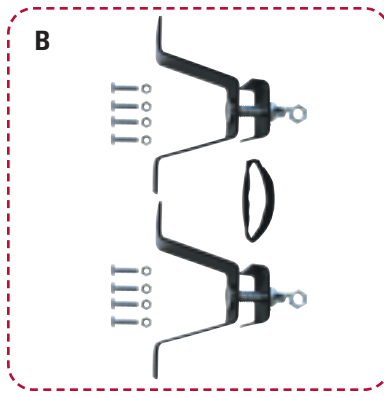
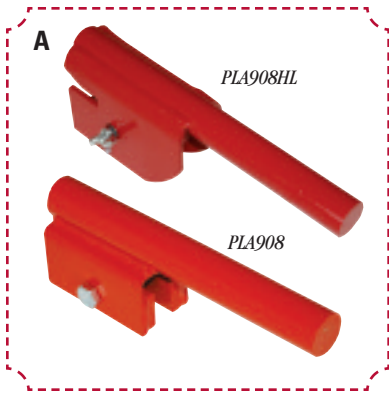
Genuine Land Rover Discovery

Fits both Discovery I & II, these Genuine Land Rover cup holders are the perfect addition to your interior. They feature a slip-in molded insert for smaller drinks and have a non-slip bottom to keep the spills to a minimum. *Will not fit 2003 or 2004 vehicles.

RND490	Genuine Cup Holder Set for Discovery I, II, beige.....	\$ 54.95
RND491	Genuine Cup Holder Set for Discovery I, II, smokestone	\$ 54.95

Join the Land Rover Experience...
Even if it's only at 1/43 scale.





(A) Jack Adapters

Fits into the jack receptacles that are located on Defender chassis, Rovers North Series and Defender Sill Protectors, ARB Bull Bars and Rovers North Discovery I Heavy Duty Rear Bumper. This adapter provides the safest way to jack up your Land Rover on uneven terrain without crawling under the vehicle.

PLA908	Jackall adapter (Orange)	\$ 39.95
PLA908HL	Hi-Lift adapter (Red)	\$ 49.00

(B) 4X4 RAC by Hi-Lift

This universal jack rack is designed to be mounted on bumpers, roof racks, inside or out, wherever your jack will fit. It can be used on

Jackall or Hi-Lift jacks. Includes hardware.

4X400	Hi-Lift 4X4 Rack	\$ 29.75
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(C) Off Road Jack Base for Hi-Lift Jacks only

This base improves the stability of Hi-Lift jacks on soft ground surfaces. This is highly recommended for off-road use in mud and sand, where the cast base of the Hi-lift will sink under the weight of your Land Rover.

(Base is for Hi-Lift Jacks ONLY)

ORB	Jack Base	\$ 34.95
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(D) Loc Rac by Hi-Lift

This universal jack rack can be mounted inside or out, wherever your jack will fit. It can be used on Jackall or Hi-Lift jacks. Includes hardware and padlock with keys.

LR200	Hi-Lift Loc Rac	\$ 24.00
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(E) Pro Comp Soft Recovery Straps

Soft Recovery Straps are the latest in recovery tools for better shock absorption. Better energy magnification.

RNH548	2"X20' strap, 20,000 lb.	\$ 21.95
RNH549	2"X30' strap, 20,000 lb.	\$ 29.95
RNH550	3"X30' strap, 30,000 lb.	\$ 54.95
RNH551	4"X30' strap, 40,000 lb.	\$ 74.95

(F) Plasma Winch Rope

The best plasma ropes available.

RNR2021	3/8" Plasma Rope; 100'	\$ 269.95
RNR2011	5/16" Plasma Rope; 125'	\$ 229.95

(G) 60" Hi-Lift Jack

An **all cast** construction with a 4,660 lb rated capacity. This jack is ideal for Land Rovers with oversized tires and or raised suspension, where the extra lift from a taller jack is needed.

HL605	Jack	\$ 59.95
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(H) 48" Hi-Lift Jack

The original **all cast**, all purpose jack can lift, pull, push or hoist up to 4,660lbs.

HL485	Jack	\$ 56.95
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(I) 48" Jackall

A rugged, powerful, all-purpose tool that can lift, pull, push or hoist up to 8,000 lbs. It is ideal for self recovery and is widely recommended as an essential component of an off-road vehicle's kit.

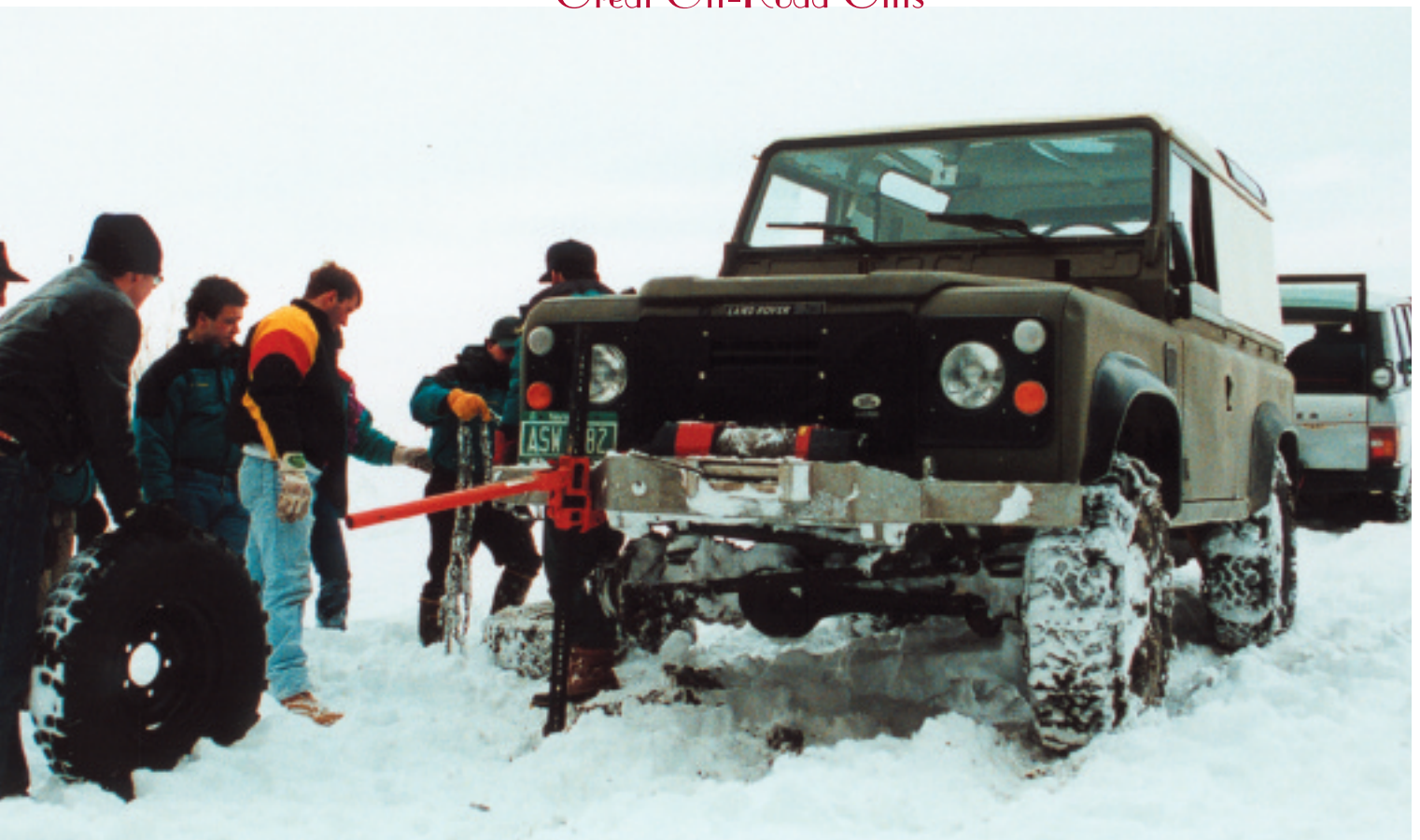
RNA901	Jackall	\$ 69.95
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(J) Hi-Lift X-TREME

Winch, clamp, or spread up to 5,000 lbs with this top of the line Hi-Lift X-TREME. This all-cast version is made with charcoal metallic powder-coat finish, gold zinc-coated hardware and handle, and a special winch-clamp-spreader attachment.

XT485	48"	\$ 79.95
XT605	60"	\$ 90.95

Great Off-Road Gifts





Rovers North Radiator Muffs

In the snowbelt, this simple accessory will make a big difference in a Land Rover's winter performance. By controlling the airflow through the radiator in freezing weather, the engine can run at its optimum operating temperature. This means reduced engine wear and increased heater output. We have developed this radiator muff exclusively for our customers and we believe it is the finest one you will find. Made of heavy Cordura® Nylon with sturdy fasteners for a secure fit and long life.

RNM0001	Early Series IIA.....	\$ 41.95
RNM0002	Late Series IIA.....	\$ 41.95
RNM0003	Series III.....	\$ 41.95
RNM0004	Defender 90, 110.....	\$ 41.95
RNM0005	Air Portable.....	\$ 46.95
RNM0006	Defender 90/110 Stainless Grille.....	\$ 41.95

DEC the Affordable, Easy to Use Diagnostic Test System.



The DEC SuperScan II is a complete, easy to use, pc/laptop based Land Rover Diagnostic Test System with Blue Tooth Compatibility for Land Rovers 1996 and Newer.

- Now you can read and clear your own fault codes
- Displays live data for effective trouble shooting
- Allows you to test and activate vehicle systems independently
- Perfect for ABS, ACE and SRS system faults - will even do navigation, video and speech recognition systems in late model Land Rovers.
- FREE software updates available on the web for 1 year after purchase.

DEC The affordable, easy to use DEC SuperScan II from Rovers North
Now only\$ 2,499.00

Defender & Series Mirror

RNH716 New 10' x 6' Convex glass size provides improved visibility for Defenders. Will also fit all series II, IIA and III Land Rovers by fitting Defender door hinges. Call for details\$ 59.00

RNE314 Defender 90, 110 Mirror.....\$ 51.49



Wing Cover

Rovers North's new custom Wing Cover will make a perfect gift for any DYI person. Helps to protect your Land Rover from the dings and scratches that happen while working on them.

RNG2021\$ 24.95



Save on ARB Bull Bars & Warn Winch Combinations

Direct from Australia, our ARB Bull Bars provide superior front-end protection for your Land Rover. Features reinforced steel wrap around bumper with integral protection bar and built in recovery points. Includes mounting points for headlamp washers, CB aerial, recovery hitches, and driving lamps. Finished in a durable powder coated satin black, or you can paint to match your Land Rover. Built to facilitate a Warn 9,000 lb winch with roller fairlead. We offer you a choice between our ARB Bull Bar only or assembled with winch. Our fully assembled ARB kit includes ARB Bull Bar, Warn 9,000 lb winch with 125 ft of 3/8" cable, roller fairlead, remote control, mounting brackets, wiring harness, fitted battery cables, instructions and all the hardware you need for an easy DIY installation.

RNH720	LR3 ARB Winch Bull Bar only.....	\$1295.00
3432080	Discovery I ARB Bull Bar only.....	\$ 759.95
ARBDI9WKNA	Discovery I ARB Bull Bar w/Warn XD9000 installed '94-1999.....	\$ 1899.95
3432060	Discovery II ARB Bull Bar only, '99-2002.....	\$ 939.95
ARBDII9WK	Discovery II ARB Bull Bar w/Warn XD9000 installed, '99-2002.....	\$ 2085.90
3432120	Discovery II ARB Bull Bar only, 2003 on.....	\$ 939.95
ARBDII9WK03	Discovery II ARB Bull Bar w/Warn XD9000 installed, 2003 on.....	\$ 2085.90
3932020	Discovery II ARB Sahara Bar only, 2003 on.....	\$ 1095.00
SBDII9WK	Discovery II ARB Sahara Bar w/Warn XD9000 installed, 2003 on.....	\$ 2254.95
3430020	Range Rover Classic ARB Bull Bar only.....	\$ 779.00
ARB9WK	Range Rover Classic ARB Bull Bar w/Warn XD9000 installed.....	\$ 1924.95
RNB897	Defender 90 110, Series II - III ARB Bull Bar only.....	\$ 759.95
ARB109W	Defender 90 110, Series II - III ARB Bull Bar w/Warn XD9000.....	\$1950.00
RNA089	Defender 90 110, Series II - III Adapter for USA Defender 110....	\$ 159.95

ARB Bull Bar: 3432060
Assembled with winch: ARBD119WK



ARB Bull Bar: RNB897
Assembled with winch: ARB109W



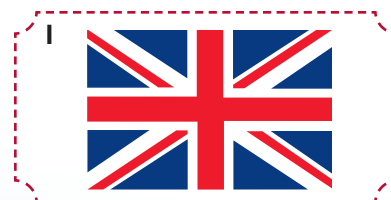
ARB Sahara Bar: 3932020
Assembled with winch: SBD119WK



ARB Bull Bar: RNH720

DIRECT FROM AUSTRALIA





Stickers Make Great Stocking Stuffers

(A) Got Mud?

RNA1240 got mud? sticker 5" x 2"\$ 3.95

(B) Recovery Vehicle

RNA1243 recovery vehicle sticker 5" x 2"\$ 4.59

(C) First Aid Kit on Board

RNA1242 first aid kit on board sticker 2.5" x 3"\$ 4.59

(D) Land Rover Special Vehicles

RNF365 Land Rover special vehicles sticker 7 1/2" x 4"\$ 7.95

RNF364 Land Rover special vehicles sticker 4" x 2 1/2"\$ 5.95

(E) Land Rover Oval Logo

RNF254 2 color Land Rover Logo 16" x 8" dia. oval\$11.95

(F) Land Rover Molded 3D Plastic Badges

Perfect for your Land Rover grill, tool box or refrigerator.

RNB084 Silver Badge 3 1/2" w\$16.24

RNB318 Gold Badge 3 1/2" w\$11.29

(g) GB

RNF388 GB sticker 6 5/8" dia.\$ 6.50

(H) Camel Trophy

RNA0125 Camel Trophy Large 22"\$12.50

RNA0126 Camel Trophy Small 6"\$ 5.50

(I) Union Jack

RNA1237 Union Jack sticker 6" x 4"\$ 3.75

(J) Rovers North

RNA1234 Rovers North Windscreen sticker 20" x 2"\$ 6.95

(K) The Best 4 X 4 x Far

RNA695 the best 4 x 4 x far sticker 17" x 2"\$ 7.50

(L) Don't Follow Me, You Won't Make It

RNA1241 don't follow me, you won't make it sticker 17" x 2"\$ 6.95





Save on our
Great
Selection
of Hella
Lights

(A) Hella 500

The rigid construction of the Hella 500 provides durability for encounters with even the most rugged terrain and provides excellent visibility on and off-road. Two lights in a kit, includes wiring and white plastic stone shields. Recommended use: above the bumper. 6 3/8" dia.

RNC681	Hella 500 Driving Lamp Kit.....	\$ 69.95
RNC682	Hella 500 Clear Fog Lamp Kit.....	\$ 69.95
RNC683	Hella 500 Amber Fog Lamp Kit.....	\$ 69.95
RNC699	Hella 500 Stone Shield.....	\$ 10.50 ea
RNC701	Hella 500 Clear Cover.....	\$ 10.50 ea

(B) Hella 550

Choose from fog or driving lamps. Kit includes: two lights, wiring harness, relay, wiring and white plastic stone shields. Recommended use: below the bumper. 7 11/16" W x 4 11/16" H x 3 1/4" D.

RNH264	Hella 550 Driving Lamp Kit.....	\$ 79.95
RNH263	Hella 550 Clear Fog Lamp Kit.....	\$ 79.95
RNH333	Hella 550 Amber Fog Lamp Kit.....	\$ 79.95
RNC702	Hella 550 Clear Cover.....	\$ 10.50 ea

(C) Hella 1000 Black Magic

New black optics technology creates a wild, all black look. All black when "off" – a brilliant, enhanced-focus beam when "on." Includes wiring harness. Recommended use: above the bumper, brush guards and roof racks. 7 3/8" dia. Off-road use only.

RNC680	Hella Rallye 1000 Black Magic Kit.....	\$ 199.95
RNK5804	Hella Rallye 1000 Black Magic, Land Rover grilles, 100w bulbs.....	\$ 269.00
RNC705	Stone Shield.....	\$ 10.50 ea
RNC698	Clear Cover.....	\$ 10.50 ea
RND266	Replacement Hella Bulb H2 55w.....	\$ 3.95
RNH334	Replacement Hella Bulb H2 100w.....	\$ 6.95

(D) Hella Cat Eye FF50

The perfect lamp for limited space on your Land Rover.
Dimensions: 2 9/16"H x 4 5/8" W x 3 3/4" D.

RNH337	Hella FF50 Driving Lamp Kit, pair.....	\$ 69.99
RNH338	Hella FF50 Fog Lamp Kit, pair.....	\$ 87.95

(E) Hella Rallye 4000

The perfect lamp for the roof rack or front of your Land Rover - with a corrosion-resistant metal housing, water-proof connections and knurled adjustment knobs that allow for precise aiming without tools. Stable, sturdy and BRIGHT! Dimensions:

9 3/16" H x 8 3/4" W x 6 3/8" D. Off-road use only.

RNK4807	Rallye 4000 Euro Driving Kit Includes a pair of lights, stone shields & wiring harness.....	\$ 266.00
RNC677	Rallye 4000 Fog Lamp (inc. stone shield).....	\$ 99.99 ea
RNC678	Rallye 4000 Euro Driving Beam (inc. stone shield).....	\$ 99.99 ea
RNC679	Rallye 4000 Pencil Beam (inc. stone shield).....	\$ 99.99 ea
RNC717	Hella Rallye 4000 Wiring Harness.....	\$ 46.95 ea
RNC708	Protective Grille.....	\$ 19.99 ea
RNC709	Replacement Stone Shield.....	\$ 11.95 ea
RNC700	Clear Cover.....	\$ 9.99 ea
RND282	Replacement Bulb H1 12V 55W for all except fog lamp...\$	3.95 ea
RNH335	Replacement Bulb H1 12V 100W (relay required).....	\$ 4.95 ea
RNE675	Replacement Bulb H3 12V 55w for fog lamp.....	\$ 2.99 ea

(F) Hella Rear Flood Work Lamp Kit

Perfect for backing up or hooking up a trailer at night, this dual beam, 110w flood lamp provides a very bright, 180° panorama. The kit includes everything you'll need: lamp, black coated stainless steel bracket, dash switch, wiring harness, relay and instructions. And a bonus - there's no drilling of body work required.

RNC950	Hella Rear Flood Lamp Kit.....	\$ 159.00
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(G) Hella Vision Plus Headlamp Conversion

High performance European headlamp technology in a "USA D.O.T." version. Most powerful, legally-approved headlamp on the market. These headlamps provide a precise, focused beam pattern that turns night into day! A direct replacement for factory headlamps on all Range Rover Classic, Defender, and Series models. 60 watt high beam / 55 watt low beam. 7" dia.

RNC673	Hella Vision Plus Headlamp Conversion.....	\$ 47.95 ea
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NRP Performance Exhaust Systems

THE SOUND • THE POWER • THE PERFORMANCE
The ultimate in Land Rover Performance Exhaust Systems

NRP Rear Stainless Steel Performance Exhaust Section

Includes center muffler, tailpipe with resonator, all clamps & hanger brackets.

The NRP stainless steel performance exhaust system is by far the finest stainless steel exhaust system we have fitted to a Land Rover! Designed for the do-it-yourselfer, this system installs easily and is backed with an original purchaser lifetime guarantee. **System includes center silencer, tailpipe, all stainless steel hangers, hardware and installation instructions.**

RNE0002	Defender 90	\$ 599.00
RNE0004	Defender 110	\$ 619.00
RNE0005	Discovery I, '94-1999	\$ 599.00
RNE0009	Discovery II, 2000-2002	\$ 599.95
RNE0005	Range Rover Classic 1990 on	\$ 599.00

(Range Rover '87-'89 requires complete performance exhaust system)

RNE0006	Range Rover 1995 - 1998, single outlet P38A, 4.0 / 4.6	\$ 629.00
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Complete NRP Performance Systems

Includes catalytic converters, all pipes & hanger brackets.

When it comes time to replace your Land Rover or Range Rover's exhaust system, why not upgrade to a Stainless Steel exhaust from Rovers North and take advantage of an increase in horsepower and torque? You will notice an immediate improvement over your old tired system, at idle and throughout the entire rpm range. The NRP exhaust note will give a deep, throaty sound to your Rover V8

Defender 90

RNE0012	Manual Gearbox '94 & '95	\$1389.00
RNE0022	Automatic Gearbox '97	\$1389.00

Defender 110

RNE0024	Manual Gearbox '93	\$1409.00
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Discovery I

RNE0013	Discovery I, Manual, '94-1995	\$1399.00
RNE0033	Discovery I, Automatic, '94-1995	\$1399.00
RNE0023	Discovery I, Automatic, '96 on	\$1399.00
RNE0043	Discovery I, Manual, '96 on	\$1399.00

Range Rover Classic

RNE0014	Range Rover Classic '87-88	\$1499.00
RNE0019	Range Rover Classic '89	\$1499.00
RNE0015	Range Rover Classic '90-95 100"	\$1399.00
RNE0025	Range Rover Classic '93-95 108" (LWB)	\$1399.00

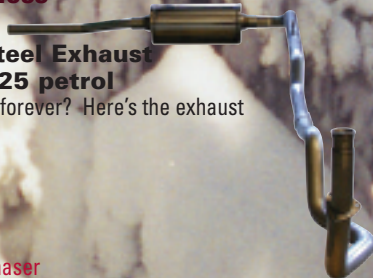
NRP 88" Series II-III Stainless Steel Exhaust System

Performance Stainless Steel Exhaust System for Series II-III 2.25 petrol

Plan to keep your Series Land Rover forever? Here's the exhaust system to go with it.

- Increased Power
- Improved Fuel Mileage
- Stainless Steel construction
- Improved Off-Road Clearance
- Lifetime Warranty for original purchaser
- Complete with instructions and Stainless Steel hangers.

RNE0001AA	88" Series II-III Stainless Exhaust System	\$ 529.95
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ROVERS NORTH.com

- MORE POWER
- BETTER FUEL MILEAGE
- IMPROVED OFF-ROAD CLEARANCE

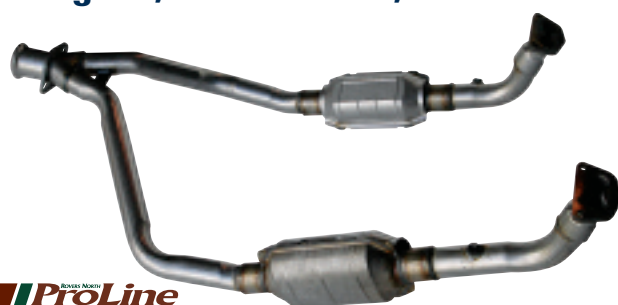


NRP SuperCats "Y-Pipe"

NRP SuperCats Performance Catalytic "Y-Pipe"
Featuring new high flow performance
(includes Manifold Gaskets and Nuts)

RNE0020	Defender 90, 110, 1993-1995	\$ 799.00
RNE0021	Defender 90, 1997	\$ 799.00
RNE0021	Discovery I, Automatic, 1994-1995	\$ 799.00
RNE0021	Discovery I, Automatic, 1996-1999	\$ 799.00
RNE0020	Discovery I, Manual, 1994-1995	\$ 799.00
RNE0221	Discovery I, Manual, 1996-1999	\$ 799.00
RNE0021	Range Rover Classic 100"	\$ 799.00
RNE0011	Range Rover Classic LWB	\$ 799.00

A great, INEXPENSIVE, alternative



This "Y-Pipe" is a great value, that comes with a 24 month warranty.

PLE122	Range Rover Classic 3.9, 1994-95 Discovery only	\$ 499.00
PLH580	Range Rover Classic LWB	\$ 599.00
PLE902	Discovery I, Automatic, 1996-1999	\$ 529.00

Rovers North recommends replacing your O2 Sensors upon fit. (See pg 29 for our full listing)

RNE029	Discovery I 3.9 litre, Genuine, 2 req	\$ 319.95
PLE029	Discovery I 3.9 litre, ProLine, 2 req	\$ 129.95
RNE029	Range Rover Classic All models, Genuine, 2 req	\$ 319.95
PLE029	Range Rover Classic All models, ProLine, 2 req	\$ 129.95

Gaskets sold separately

Fit between manifold and Y Pipe

RNE888	Exhaust Gaskets (2 required) Genuine	\$ 8.50
PLE888	Exhaust Gaskets (2 required) ProLine	\$ 4.90

Truly a Great Holiday Gift



Tailgates
Starting
at only
\$399.95

**(A) Aluminum Tailgate Lid Kit
for your Range Rover Classic**

This do-it-yourself kit is designed as a permanent and economical fix for your rusty tail gate lid. Kit includes corrosion proof aluminum frame pieces finished in matte black, hardware and instructions.

PLH514 All-Aluminum Tailgate Lid Kit for Range Rover Classic\$ 399.95

**(B) Don't feel like putting it all together?
Buy it pre-assembled with the glass already installed.**

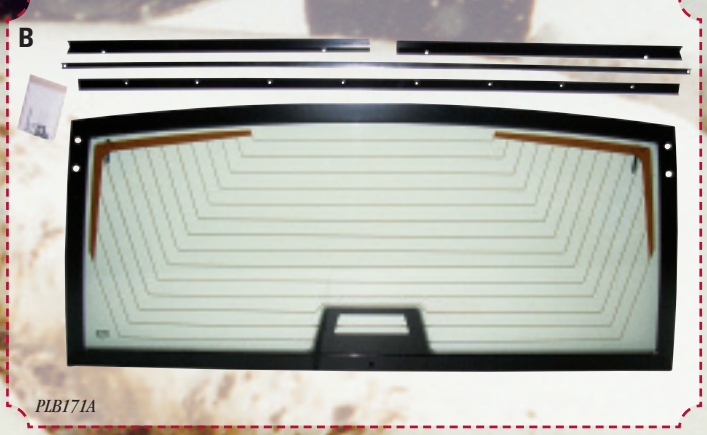
Corrosion proof, all aluminum tailgate lid for Range Rover Classic, comes assembled with Genuine glass and hardware. Does not include exterior handle, latches, hinges, central locking mechanism or brake light.

PLB171A Pre-assembled Aluminum Tailgate Lid\$ 699.00

(C) Genuine Liftgate Assembly

This is a fully assembled liftgate ready to be installed as supplied by Land Rover. Includes top hinges, cross rods, wiring harness and bottom latches. Does not include the exterior handle.

RNB171 Genuine Land Rover Liftgate Assembly\$ 799.00
RNB261 Exterior Handle Assembly (up to JA351032).....\$ 142.95
RNB299 Exterior Handle Assembly (from KA351033)\$ 99.95



SHOCKS

(A) Bilstein Shocks

Bilstein® is the world leader in gas-pressurized shock absorber technology. Technically the most advanced shock available today, Bilstein utilizes a one piece seamless monotube design filled with oil and nitrogen gas in a pressurized, sealed compartment. Completely eliminates any foaming of the oil and the monotube design helps dissipate heat to prevent shock fade. Bilstein's shock bodies are precision-formed through a unique seamless manufacturing process. We recommend for use with Land Rover Genuine Standard or Heavy Duty springs. Great for off-road driving in normally equipped vehicles. Not recommended for heavily laden vehicles with oversize tires. Lifetime warranty.

Defender 90/110

RNA243/4	Set of four.....	\$ 299.00
RNA243/5	Set of five (includes Damper).....	\$ 375.00
RNA235	Steering Damper	\$ 85.00

Discovery I

RNA243/6	Set of four.....	\$ 299.95
RNA243/7	Set of five (includes Damper).....	\$ 375.00
RNA245	Steering Damper	\$ 85.00

Discovery II

RNA6046/7	Set of four.....	\$ 360.00
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Range Rover Classic

RNA243/4	RR Classic w/coil springs (set of four)	\$ 299.00
RNA243/5	RR Classic (Set of four + damper).....	\$ 375.00
RNA2152/3	RR Classic LWB w/air susp (set of four).....	\$ 369.95
RNA245	RR Classic, Steering Damper.....	\$ 85.00

Range Rover P38A

RNA2214/5	Set of four.....	\$ 385.00
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(B) OME Shocks

For Land Rover owners who require heavy-duty shocks, off-road performance and maximum load capacity. Twin-tube design offers unsurpassed protection against rocks and debris. These heavy duty nitrogen-gas shock absorbers are recommended for applications where more dampening is needed for use with oversize tires.

Defender 90/110

OMESKDEF	Set of four shocks.....	\$ 319.95
OMESD32	Steering Damper	\$ 69.95

Discovery I

OMESKDS1	Set of four shocks	\$ 319.00
OMESD11	Steering Damper	\$ 69.95

Discovery II

OMESKDS2	Set of four shocks	\$ 319.00
OMESD02	Steering Damper	\$ 72.50

Range Rover Classic

OMESKRR	Set of four shocks	\$ 319.00
OMESD11	Steering Damper	\$ 69.95

(C) Pro Comp ES 9000 Shocks

for Discovery, Range Rover and Defender. Nitrogen gas charged shocks with two inches of extra travel. (Designed for off-road performance for vehicles with raised suspension of two inches or less). Excellent all around ride quality and handling. Shock sets include bushings and optional poly vinyl dust boots in black.

PCS9030	Discovery I 1989-1999 front and rear shock set.....	\$ 169.99
PCS9050	Range Rover Classic 1970-1993 with coil suspension front and rear shock set.....	\$ 169.99
PCS9020	Defender 1983-1998 front and rear shock set.....	\$ 169.99

Pro Comp ES 3000

for Series II, IIA, III, 88" and 109" Land Rovers with standard or parabolic springs offer an extra inch of shock travel. These performance shocks incorporate a twin tube cellular gas design that prevents foaming and reduces shock fade to improve the ride quality of leaf spring suspension. Shock sets include bushings and optional poly vinyl dust boots in black.

PCS3088	88" front and rear shock set.....	\$ 169.99
PCS3109	109" front and rear shock set.....	\$ 169.99

Steering Damper

PLS122	Series II, IIA, III, 88", 109", Range Rover Classic and Discovery I	\$ 39.95
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A



B



C



Buy direct from America's
largest Land Rover Parts
supplier and save.

SHOCKS & SPRINGS

(D) Bilstein Suspension Kits

Genuine Heavy Duty Springs & Bilstein Shock Kits

For owners using their Land Rovers in a mix of commuting and off-roading.

Perfect for vehicles running factory tire sizes up to 245/75-16 with a moderate appointment of off-road equipment – not exceeding manufacturer's gross vehicle weight. **Note: For heavier than normally laden vehicles, we recommend OME shocks.** Includes four Bilstein shocks and four Genuine Land Rover springs.

Defender 90/110

RNK5201	Defender 90 without winch	\$ 589.00
RNK5211	Defender 90 with winch	\$ 599.95
RNK5202	Defender 110.....	\$ 589.00

Discovery I

RNK5203	Discovery I, Heavy Duty.....	\$ 579.00
RNK5213	Discovery I, Extra Heavy Duty	\$ 589.00

Discovery II

RNK5208	Discovery II, Heavy Duty	\$ 529.00
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Range Rover Classic

RNK5204	Range Rover Classic, 100" Standard.....	\$ 599.00
RNK5214	Range Rover Classic, 100" w/heavy duty winch.....	\$ 609.00

(E) Complete OME Kits with Shocks and Springs

Our choice for owners using oversize tires combined with heavy duty bumper/winch combinations. Provides as much suspension lift as possible without exceeding factory specs. Improve your towing capacity, off-road traction, and on-road comfort. Includes four springs and four shocks.

Defender 90

OMED90K1	Standard Duty.....	\$ 639.00
OMED90K2	Heavy Duty	\$ 639.00
OMESD32	Steering Damper.....	\$ 69.95

Defender 110 Station Wagon

OMED110K1	Standard Duty.....	\$ 639.00
OMED110K2	Heavy Duty	\$ 639.00
OMESD32	Steering Damper.....	\$ 69.95

Defender 110 Pick-up or Hardtop

OMED110RK1	Standard Duty.....	\$ 639.00
OMED110RK2	Heavy Duty	\$ 639.00
OMESD32	Steering Damper.....	\$ 69.95

Discovery I

OMEDS1K1	Standard	\$ 639.00
OMEDS1K2	Heavy Duty	\$ 639.00
OMESD11	Steering Damper.....	\$ 69.95

Discovery II

OMEDS2K1	Standard	\$ 639.00
OMEDS2K2	Heavy Duty	\$ 639.00
OMESD02	Steering Damper.....	\$ 72.50

Range Rover Classic

OMERRK1	Standard	\$ 639.00
OMERRK2	Heavy Duty	\$ 639.00
OMESD11	Steering Damper.....	\$ 69.95

(F) Balanced Parabolic Spring and Shock Kits (Series II, IIA, III)

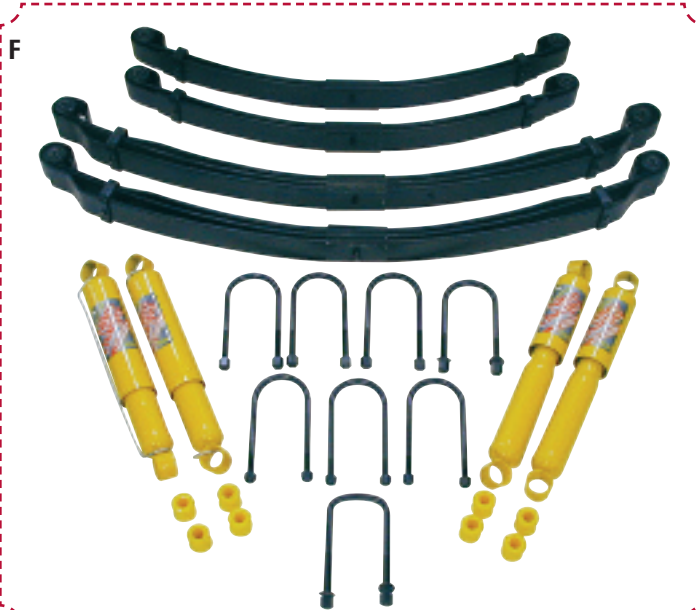
After years of testing, research and selling four different types of parabolic springs from around the world, we've determined that these are the best available. Improve your ride, improve your comfort, and get additional axle articulation out of your Series Land Rover. Includes four springs with u-bolts and hardware. For best results, we've included a set of our OME Nitrocharger shocks (below), or Pro Comp shocks.

Balanced Parabolic Spring Kits with Old Man Emu Shocks

RNK112388	2 leaf front & 3 leaf rears, 4 OME shocks, for 88" and 109"	\$ 879.95
RNK1123109	2 leaf front & 3 leaf rears, 4 OME shocks, for 109"	\$ 879.95
RNK1124109	2 leaf front & 4 leaf rears, 4 OME shocks, Heavy Duty set, for 109"	\$ 999.95

Balanced Parabolic Spring Kits with Pro Comp shocks

RNK112388PC	2 leaf front & 3 leaf rears, 4 PC shocks, for 88" and 109"	\$ 699.95
RNK1123109PC	2 leaf front & 3 leaf rears, 4 PC shocks, for 109"	\$ 699.95



RNK1124109PC	2 leaf front & 4 leaf rears, 4 PC shocks, Heavy Duty set, for 109"	\$ 779.95
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Balanced Parabolic Spring Kits w/o Shocks

Includes U bolts with nuts

RNK1123	2 leaf front & 3 leaf rears for 88" and 109"	\$ 549.00
RNK1124	2 leaf front & 4 leaf rears, HD set for 109"	\$ 695.00

LETTERS TO THE EDITOR

Dear Rovers North,

I've enclosed some pictures you don't see too often. Two of my former students asked to use my 1962 Series II Land Rover as their getaway vehicle at their wedding this past month. It is parked in front of Lynn Memorial Church on the campus of Central Methodist University in Fayette, MO. My wife took charge of the car's decorations, but thanks to your organization for all your help in obtaining parts for my frame-over job the past few years.

**Chuck Thompson
Heather Hill Farm
Fayette, MO**

[The bride and groom certainly started marital bliss in the right way, aboard your Series II. Congratulations and best wishes to them —ed.]



Thanks again for the professionalism and courtesy.

**D. Dale Shaffer
York, PA**

[Many enthusiasts don't have the time, space or capacity to work on their



Dear Mark,

This past summer I purchased a Mantec raised air intake and a skid plate for my G4 Discovery. Since I no longer am capable of doing the work myself on my vehicles, I use an off-road shop, National 4-Wheel Drive Center, in my hometown to do the work. The owner, Brad Gates, related to me that since he seldom gets a Rover in the shop, he really appreciated the tech assistance of your staff in the recent installation of the above items. They faxed us diagrams, which along with their overall information, was very helpful.

Rovers, but they still want the best for their vehicles. We're delighted to work with professional shops nationwide and internationally —ed.]

Dear Rovers North,

I was delighted to spot a Defender 130" Crew Cab and camper body near New Orleans. I couldn't find the owners, but the vehicle tags were from Switzerland. By the way, I retired from my dentistry practice in Morrisville, VT, after 30 years. I miss Vermont but not the cold, cold winters. In fact, to make things better, I purchased a winter home in Taos, NM,

which has mild winters, great skiing and great off-roading.

**Ed Kollan, DDS
Natchitoches, LA**

[OK, so it's warmer in Louisiana but wasn't it easier to pronounce Morrisville than Natchitoches? And Morrisville is less than 30 miles from Rovers North —ed.]

To Whom This May Concern,

Thanks again for the Rovers North News; the new format is awesome. I look forward to placing a few orders for my Series III SWB as soon as the budget allows.

**Peter Whelan
Cranford, NJ**

Dear Editor,

Very nice publication – great tone and content. Congratulations!

I'm a recent addition to the Rover family and having a blast. I bought a former soccer-mom's statusmobile and have returned it to its roots with lots of dirt roads, beach launchings and tight spots. I love it!

Thanks in advance and regards to you and your team for a job well done.

**Patrick Kleimen
Berkley, MA**

[Wow – a town spelled just like an old British sports car! Welcome to the world of Land Rover enthusiasts. We're delighted that you rescued and adopted your Land Rover. The new look of our magazine is due to the hard work and considerable talents of Matt Martin, our Art Director. Make certain to wash the Rover after those salt water dunkings —ed.]

Dear Rovers North,

It is a rare occasion that an American 4x4 publication has anything offered about Rovers but the November issue of FOUR WHEEL DRIVE & SPORT UTILITY has a picture on the cover of a 1957 Series I on the Rubicon Trail in California.

Speaking of the "jeep" mentality, Eric Colliers, the author of a 1950's book entitled *Three Against the Wilderness*, speaks of his son convincing him they should buy a keep to use on

their remote British Columbia home-
stead. When Veasy, the son, returned
from World War II he was taken by the
Jeeps he saw in use in Europe and con-
vinced his father they should replace
some of their horses. The interesting
thing is that in all the photos of the
“Jeep” in the book they show a Series I
Land Rover.

The BBC show Rosemary and Thyme
doesn’t qualify as a Sighting, but the mys-
tery of two female gardeners also fea-
tures prominently a Series II Land Rover.
My favorite Rover role was when being
chase by the murderer in his Italian
sports car, the gals in the hard shifting,
tranny driving Rover 88”, escaped his
pursuit but pulling into a farmer’s pad-
dock and crossing the field. The sports
car, however, hit the grass and mud and
became bogged down over its door sills,
effectively trapping the murderer in his
car until the police arrived.

David Thodal

Belgrade, MT

*[Not just Italian sports cars – I once
had to use my Series II-A to pull my
Triumph Spitfire out of a mudhole in
my driveway. Sounds like a fun show
–ed.]*

Dear Rovers North,

I thought it’s about time that I write you
all and declare my excitement as a new
Rover owner. I have been searching for
nearly 5 years to locate a vehicle that
was, to say the least, up to my standards.
I am a historical archaeologist and a for-
mer museum curator. Details do not
escape my attention.

In the course of my search I have
seen everything from a “showroom” to a
bare frame. Then, by chance, I came
across you website’s Vehicles for Sale
section; 1973 Series III 88” with 56,000
original miles, third owner, and a
California vehicle. Needless to say, I con-
tacted the owner via email and after five
months of exchanging photos and negoti-
ations, my kids and I were ready to pur-
chase our first Rover.

Prior to the acquisition, I had the
opportunity to visit Rovers North. My first
inquiry to Rovers North was via tele-
phone to inquire if indeed visitors were
welcome. The call was taken by a very
cheerful lady who was rather enthused
that I would be arriving from El Paso,
TX, in a couple of weeks. She took the
time to discuss my concerns and made a

very favorable impression on me. Upon
my arrival, I was greeted by a very cour-
teous gentleman, introduced to me as
Les [Parker]. We spent the better part of
an hour in a crash course I’ll call “Rover
101.” I left with knowledge that would
serve me well and several pieces of litera-
ture that added quite nicely to my
library.

Upon arrival sometime later, I was
more than prepared to give the Rover a
thorough going over. What I found was a
real gem, a very well cared for Series III
with a canvas top. We, the kids and I,
wasted little time in purchasing the vehi-
cle and that afternoon, loaded it on a
trailer for the long drive home. The rest
is family history!

Chuck Carrig

El Paso, TX

*[You can’t live in New England and
not be fascinated by historical archae-
ology; some of us live in old houses
that are relics already! Welcome to the
Land Rover world and enjoy your new
acquisition –ed.]*

Hey Rovers North,

I just read the J. D. Powers Used Car
Durability results in the Wall Street
Journal (8/10/06). Once again, Land
Rover winds up on the bottom of a
“dependable cars” list. It’s based on the
“number of problems reported per 100
vehicles.” I think it’s time Rover owners
spoke up and Rovers North created a
bumper sticker that reads “100%
Satisfied Land Rover Owner.” I know I’m
preaching to the choir but I’d take my
Rover over any of the vehicles listed on
that stupid list!

Jeff Foland

Clarksville, OH

*[J. D Powers acknowledged that Land
Rover’s low standing resulted from
brake and power window problems on
the 2003 Discovery II and far more
issues with now-dropped Freelander.
I’m with you in spirit – I put a “I Love
My Corvair” sticker on my ’64 Monza
–ed.]*

Dear Rovers North,

In August a F3 tornado had the very poor
taste to “eat” my garage and take a
chunk out of my house. We had just
moved “home” to southern Minnesota
after a 26-year absence. The tornado
gift-wrapped my wife’s Discovery II with
the garage door (ouch!) into a corn

field. The 109” has been the focal point
of all the news outfits since it survived
with just a scratch or two. “Old Growly”
(as my 4-year old son calls it) was pho-
tographed sitting regally out in the debris
field as if it were leading the way. You
can see it at the Minneapolis Star-
Tribune’s web site
www.startribune.com/1001/gallery/634741.html)

Tracy Rolstad

St. Peter, MN

*[A tornado is no match for a 109”. I
hope that both cars are back on the
road –ed]*

Dear Mark,

Land Rover people tend to see Land
Rovers in the most curious places. My
wife Karen and I were driving south on I-
25 from Denver, CO, to Raton Pass. As
we were coming into Walenberg, CO, I
spotted an interesting rock formation.
There, high on a mesa I saw the shape of
a Land Rover carved out of stone. It cer-
tainly brightened my day.

Leighton Ogg

Houston, TX

*[See? You don’t need built-in DVD
players to enjoy a trip. Just open your
eyes and look at the scenery. Maybe
you can get the US Geological Survey to
rename the mesa –ed.]*

Hello Rovers North,

During the Tour de France last year, I
had a wonderful time as part of a pro-
motional caravan that precedes the rac-
ers throughout the event. I saw living
proof that Italians love their Land
Rovers; I spotted Defender 90’s in use by
the Italian Coast Guard and Police
forces.

Chris Baldewin

Fullerton, CA

*[Hey, Chris, maybe you can bring one
home with you next year! –ed]*

Hey Rovers North Crew,

Thanks for continuing to support
classic Rover owners!

Lane Davis

Santa Monica, CA

1973 Series III swb

1993 Range Rover Classic swb

*[Thanks to you for keeping your clas-
sics on the road with Genuine Parts!
–ed.]*

FUN in the FOLIAGE- BRITISH INVASION XVI

Story by Jeffrey B. Aronson / Photos by Matt Martin



For the past 16 years, British car enthusiasts and enterprising innkeepers have conspired to entice over 500 sporting machines to travel to Stowe, Vermont in mid-September. That's just after the summer tourists have packed their bags and before the leaf peeper migration begins later that month.

The end result is a riot of colors – Old English white, British racing green, Royal Navy blue, British Leyland “England Swings” mod tones – that competes effectively with the nascent foliage changes Mother Nature mixes together every fall. The event also celebrates the fascinating, enchanting vehicles created and constructed by the British auto industry. Happily, that still includes Land Rover. Lastly, the weekend also immerses you in the qualities of people who identify themselves as British car enthusiasts.



Along with nearly 50 Land Rovers, Defenders, Range Rovers and Discoverys, Rovers North staff came out in droves to meet, greet and service customers, new and old. Mark and Andrea Letorney toured the Rover lineup and worked at the tent. Arthur Patsouris brought his son and daughter to help out; Les Parker, Rob Smith and Mike Koch formed their own Land Rover caravan, as they followed each other down to Stowe. Erik Brennen, Greg Jutras and Steve Haskell also assisted Land Rover owners and shared their stories of Land Rover adventures. Like many enthusiasts, I took advantage of show specials and took home a kinetic rope, a couple of Land Rover posters, points, condensers, caps and rotors, and a license plate lamp assembly.

This year's event celebrated the Triumph automobile. I must admit that for a few weeks I considered driving my TR-7 Spider to the event, but the opportunity to let the Series II-A stretch its legs proved too inviting. Land Rover used to advertise that their vehicles would become "smooth cruisers on the motorways" and "a sporty convertible when the sun's shining." So I rolled up the side and rear flaps on the II-A's soft top and began the 7 ½ hour drive [including a ferry ride] from the coast of Maine to the Green Mountains.

On Friday morning, I boarded the ferry, hopped into a rear jump seat, and enjoyed the view across Penobscot Bay. Reaching the mainland, it was "Go west old man!" The east – west drive across northern New England remains one of the

ROVERS NORTH

most appealing routes left in the nation. It's two lane roads the entire distance. At times, that means you sit behind semis hauling logs to paper mills or Winnebegos hauling human cargo to electrified campgrounds, but overall, it's a treat. You pass through an endless stream of village main streets and then the roads open up to 50-60 mph highways. Most run parallel to major rivers, and not surprisingly, railroad tracks.

In the river valleys, you watch farmers at work. Along the hills, you see evidence of logging or in Vermont, hillside pastures. Once I reached the higher elevations of New Hampshire's White Mountain Valley, or eastern Vermont's hills on U.S. Route 2, I saw the changing colors of maples, oaks, birches against the multiple greens of spruce and pine trees. The II-A ran smoothly and steadily, moving into the "truck lanes" on the highest inclines, but never causing any concerns. As the old advertisements claimed, I sat in "soft cushioned seats" upright, just like your teacher told you to do in elementary school. I arrived in Stowe a bit shaken, not stirred from the vibration and noise.

Throughout the 7 ½ hour trip, I saw no other Land Rover. When I entered Stowe village, BMC and BL sports cars and saloons lined the streets. Finally, as I turned onto the Mountain Road, Land Rovers appeared in opposite lanes and in parking lots of motels, inns and resorts.

Marque chauvinism is alive and well at Stowe. The absence of my TR-7 Spider was duly noted; as I drove by TR-8 [Rover

3.5 liter engine] guru Woody Cooper, he leaned out of his car and said “Don’t talk to me!” His daughter Jenna was equally frosty. I headed to the Rovers North tent for solace and support. I registered right before sunset, and enjoyed a quick catch-up conversation with Dan Foley, a Series I and Morgan enthusiast, and Kevin Murphy, a Series III and Triumph Stag enthusiast.

Eric Yohe, an off road instructor with the Land Rover Experience, also operates the Mountain Road Resort in Stowe. He had posted an invitation on the Rovers North BBS for all Land Rovers to meet at his hotel. Entering his driveway I spotted a topless Series II-A, a Range Rover Classic sporting a fine covering of mud, and a mid-80’s Land Rover 110. I knew I was in the right place. Sure enough, he had put Old Speckled Hen on tap for the weekend. Returning to my inn, I knew this was going to be a great weekend.

Sure enough, the next morning, I scarfed down a poached egg and kippers breakfast and headed off to the event field. Yes, this is one of those days when you just sit, stand, talk and quaff beverages. The early morning fog burned off and the day turned quite sunny. The field was surrounded by a bowl of colorful hills and the temperature warmed quickly and comfortably. Over 500 cars had pre-registered and most had shown

up; the Land Rover contingent was barely 40, but to my eyes, they were the most glamorous. The range of vehicles really struck you: Series I soft tops, a military Lightweight, military 109’s in camouflage and with new paint jobs, Series II-A’s and Series III’s, 2-door Range Rovers and Range Rover Classics, a G4 Discovery II, and Paul Memont’s fearsome Series hybrid featured in our last issue. The chance to meet up again with long-lost Land Rover friends reared itself up when Peter Cleveland, Parrsboro, Nova Scotia, stopped by to reminisce about our “adoption” of a well-used Land Rover in downeast Maine nearly a decade ago.

The British Invasion features a concours competition with stunning vehicles competing for authenticity awards. For vehicles that are actually driven, the organizers invite all participants to vote for their “People’s Choice” award for each class of vehicles. Land Rover classes separated the Series I-III, Defender, and Range Rovers/Discoverys into three classes. Among the winners, Ian Johnson took home the Range Rover honors with his stunning 1988 Range Rover Classic; Colby Morris, whose Series II-A 109” was featured in our last issue, took home Series honors. That night, dinner and conversation beckoned and I joined a large group of enthusiasts in discourse about life and Land Rovers. Our general consensus was



that you couldn't really have a good life without at least one Land Rover.

Sunday's event dawned cloudy but the sun poked through in plenty of time for the morning's entertainment. Among the featured activities was a tailgate competition. Ian and Tom Johnson entered their Series I and decorated it up as if it sat at a British bivouac. Rovers North's Les Parker entertained the crowd by taking his Lightweight on an unusual picnic. From a 1954 Bentley to a bug-eye Sprite, contestants had something unique to offer from the tailgate or trunk of their British cars. As the day warmed further and the event drew to a close, I took the top off my Rover and headed east for the long drive home. With the top off, a Land Rover became the "sporty convertible" promised in those old Land Rover ads.

Three hours later, in Bethel, Maine, I stopped at a rest area along the Androscoggin River to put the top back up on the Rover. A man in a Land Rover cap walked up towards me and we introduced each other. Fate had led me to John Gerding of Forover Forever, a Vermont company that produces stainless steel radiator panels for Series II-A's [sadly, NLA from Land Rover for many years]. John had fabricated one for the QE I and I had never been able to thank him and congratulate him for his considerable skill. Even more eerie, he had attend-

ed college with a sculptress now living on the same Maine island as me – could I possibly pass along his best wishes? Too weird! It made the final three hours, even with the top up, a pleasurable drive.

With stunning vehicles, great driving and new/old friendships, the British Invasion Weekend had finally come full circle.



FINDING A 101 IS LIKE PULLING TEETH



Story & Photos by: Sean Stewart, DDS

[Sean Stewart, DDS, lives in Owen Sound, Ontario, Canada. Obviously, he likes working with his hands for he's created a 101 FC camper with a specialty trailer designed to provide dental services to remote parts of northern Ontario –ed.]

Last year I found a 1976 FC 101 GS from Paul Safari Components in Queenston, Ontario, right near Niagara Falls. This Land Rover would enable me to pursue my dream of bringing dental care to Northern Native communities who don't have access to it. I wanted to equip a trailer with all of the dental necessities including compressors, patient chair, drills, suction, sterilizer, x-ray unit, and similar equipment.

I spent time on the web searching out custom campers created by other FC 101 and Unimog owners. With the help of Andrew Breithaupt, we created a 3-D computer mock-up and took the basic design to a local machine shop to secure an estimate.

In the end, I wound up with a 10' camper [so it would not interfere with trailer operation]. The shell is composed of an aluminum exoskeleton with foam core fibreglass panels bonded in place. The aluminum frame and stainless steel rollcage/roof racks were fabricated by local machine shop out of expensive, but high quality Krueger steel. I hate rust so everything metal was either aluminum or stainless steel.

I chose Advanced Composites, Lion's Head, ON, to fabricate the camper (see them at www.buildboats.info) The design evolved as we built it; for example, what started as a flat floor became a drop floor into the bed (difficult with all the angles

and winches etc.) at the behest of the builder. The good news was that the inside height went from 5' to almost 6'. The panels are foam core with fibreglass covering bonded to the aluminum skeleton. Solar panels and two generators provide power (1000 watt and 6000 watt generators); later, I plan to install a removable wind generator for cloudy days.

Inside, a table folds down to provide 6' sleeping area for two adults. We installed an AC/DC Norcold refrigerator, as well as a cook stove, a hot water heater, fresh water holding tanks, a power inverter, microwave, shower and toilet.

Oddly, the toilet was probably the most frustrating part of the build. The model I wanted (C-200) has an exterior hatch to access the cassette for easier emptying. Apparently, the manufacturer only sells to RV manufacturers in North America for this model. You can easily get it in Europe, but I didn't want to pay that much for shipping. Eventually my good luck held out as we found a company in Canada that had ordered one by mistake.

Using four camperjacks, the camper is fully removable, too.

This Land Rover sports 5 winches: a 16,000lb Warn in the front, a 12,000 lb Warn in the rear, two 8,000 lb Superwinches on the side (in the event of a rollover), and a 10,000 lb rear winch on the trailer. In addition, I've added the following:

- Four Optima gel batteries
- Pintle hitch rotates 180 degrees for towing trailer in extreme off road conditions



- Tires (2 spares) are 1100x16 38" Michelin XL's
- Engine is original 3.5 V-8
- Custom soft top (no leaks!) and interior carpeting/soundproofing installed by Apple Autoglass
- Racing seats and harnesses from Canadian Tire - cheap and comfy.
- Hi-Lift jack and recovery gear
- Sand ladders, purchased from Rovers North (came down during a trip in my 88")
- Ditch bridges (I welded these up to support the vehicle for those short deep holes that swallow up 40" tires)
- Two 30w solar panels
- Reversing lights
- Interior has multiple tie downs for hauling 3/4t of gear and dental equipment

The trailer is a 1969 M 101 A1 Canadian Military Trailer, purchased from wrecking yard outside of Owen Sound. Wow, was it in rough shape! I fabricated a steel exoskeleton using 2" angle iron; unfortunately, I forgot to measure my garage door height before I started welding. I had to cut it apart and re-weld outside. Then I bonded and riveted aluminum panels to the steel frame.

I painted the vehicle and the trailer and vehicle white with a black bedlinning. To extend the driving range, we mounted an auxiliary fuel tank below the body of the trailer as well adding jerry can holders.

I'm trying to round up sponsors to donate certain items; if you're interested in supporting this dental health program, contact me at seanstewart@rogers.com.



DEFENDERS BE ALL THEY CAN BE

By Jeffrey B. Aronson



A considerable part of the appeal of Land Rovers is your involvement in their lives. Given a dash of aptitude and some extra fortitude, you can maintain, refurbish and even enhance your Land Rover. You're limited only by your imagination and

your finances.

For inspiration, enthusiasts turn to magazines, Rovers North Parts Guides, and fellow enthusiasts, and if you're lucky, Land Rover specialty shops. When I need additional fodder for daydreams, I can drive to East Coast Rover in Warren, ME. If I had a Defender and wanted to imagine it to be all that it could be, ECR would be my destination.

Mike Smith founded his restoration, repair and customization business over a decade ago and it services a nationwide clientele. Over the past few years, they've become the center for FC 101's, Defender 90's and 110's. There's never fewer than a dozen Defenders undergoing restoration or reconfiguring. The cars come from private owners as well as Copley Motorcars, Boston, MA, a dealership specializing in Defenders. If AA Yellow is your favorite Land Rover color, read on about these dream cars.

An FC 101 from Rovers North provided an outer Long Island, NY owner with a dream car. ECR tested and tuned up





the stock 3.5 V-8 and twin SU's. Their frame-on refurbishment altered the military kit to give the car an NAS Defender 90 interior. As the owner enjoys kayaking, adventure surfing and simi-



lar sports, the car received extensive rust-proofing and lining. Using the existing military boxes, ECR converted them for entertainment and civilian purposes. An Oasis air system will help deflate and inflate tires; front lockers will help insure traction in difficult situations.

Next, Copley Motorcars recently sent a Defender 90 and gave ECR "an open ticket to build the 110 we always wanted to create," noted Mike Smith. "We had thought about a soft top based on an NAS 110 for a long time, and here was our opportunity."

The donor vehicle had only 32,000 miles and had been garaged all its life; as Mike said, "the better the car you start with the better job we can do." Mike's vision, inspired by conversations with an enthusiast years ago, enticed a Greenwich,



CT, customer so much that he bought it while it was still under fabrication.

They began by disassembling the entire car and installing a new Defender 110 frame, a stainless fuel tank and brake lines, and then a 4.0 liter EFI V-8 with automatic. Rather than the external roll cage of the NAS Defender 110, ECR created and fabricated an internal cage. "Other than a few Defender 90 Genuine Parts, there are no pieces from an NAS 110," noted Mike.

ECR reconstructed the T support to attach to the rollcage and crafted their own rear doors, using ones from a 1984 Defender as a template. They also created fiberglass door panels for the interior. Defender seats accommodate 9 people comfortably. As the car will wind up on Nantucket, rust proofing was critical. Stainless steel was used wherever

possible; all panels were dunked in epoxy primer and paint. Badger Coachworks fabricated tops for both cars so tight that "they're surprisingly quiet at high speeds." A front winch, front differential and tie rod guards, running boards and a sound system completed the project.

Land Rovers can be made into most anything you want them to be. For ECR's Mike Smith, Ian Cook and Mike Matthews, "both of these vehicles include a lot of handmade parts. It's cool that they look like Land Rover built them – that's the fun for us. Subtle and stock looking– that's our constant challenge."



BEHIND THE STEERING WHEEL

By Jeffrey B. Aronson



Land Rover events can prove very passionate affairs; for anyone reading this who attended the Mid-Atlantic Rally in Virginia last October, I don't have to note this for you. Enthusiasts can become a little, ahem, focused, on their cars and their driving. At the British Invasion [see the article elsewhere in this issue], several Land Rover enthusiasts enjoyed the conviviality of each other and some Old Specked Hen when a large gentlemen walked into the bar. He joined our conversation and ingestion. While he owned several British classics, he had arrived at the event in a new-retro Ford Thunderbird convertible; oh, well, at least his car shared the same corporate parent as Land Rover. We swapped stories of off roading, repair techniques and the like for nearly 30 minutes when he mentioned he should return to his wife. He had left her in the top down car outside the hotel, on a chilly Vermont night. Or to put it another way, he had forgotten and abandoned her for a half hour while he swapped stories of British cars with other enthusiasts. He left quickly to repair the matrimonial damage. We sat back, offered a toast to his efforts, and knew, deep down, there but for the grace of you-know-who, go we.



Land Rover once promoted itself as "The World's Most Versatile Vehicle." In its Series guise, the Land Rover could serve as a people transport, a utility carrier, a tractor hauling farm supplies, harvests or trailers, a mobile power station [through use of the PTO options, even a motorized comealong. The latest Range Rovers and LR3's limit ver-

satility somewhat, but they certainly combine extraordinary off road capability with amazing highway and roadway drivability.

Before I could leave for the British Invasion in Stowe, VT, this fall, my '66 Series II-A had to demonstrate its own versatility. The morning before the trip, I arranged to purchase gear oil from the bucket at the local garage. When I arrived, I found the mechanic fuming because a customer had left a dead Volkswagen camper on the downhill slope of his parking lot. How to get it into the service bay? Not a problem – two old tires acted as cushions for the QE I, in low range, to gently push the VW into the garage. Then I tackled my car. \$3.75 later, I had checked and topped up each of the hypoid carriers in the car: transmission, transfer case, swivel balls, front and rear axles, overdrive, and steering box.

Then, after bartending that night, I came across two fishermen pushing a Ford pickup onto a side road. I asked one if he needed help. "Nope," he yelled. The less inebriated one cried "Yes!!!" I pulled over towards them; the odor of stale beer and burning clutch plate filling the atmosphere. Yes, they had burned out the clutch. I offered to tow it to their house. When I got out my Proline tow strap and shackle, one man started to tie it to his truck. With conviction, I put an end to that nonsense and hooked up the vehicles properly. I prayed that the more sober one would turn out to be the driver of the stricken truck; except for a few bloopers around corners, we made it to their home without incident.

Tired yet satisfied, I returned home ready for a long sleep. Late that night, instead of the sounds of the ocean lapping on the shore, I listened to the loud whine of spinning tires, a revving engine and noisy instructions to "Jump on the back." So I got dressed and walked down the dirt lane towards the neighbor's house. There I found a Saab convertible immobilized in a mudhole. One fisherman jumped on the rear bumper, urging others to join him so the car would gain traction. I watched this for a moment, reminded everyone that Saab's have front wheel drive, and suggested they rethink transferring weight to the rear. Meanwhile, the driver continued to ineffectively spin his front wheels.

I asked everyone to stop, walked home and got the QE I. An Australian visitor watched me drive up in the Rover and said, "You didn't say you had one of these. Of course we'll get out! I used to have a Series

III." Even in the dark, I could see that the Saab rested on its front subframe; no wonder the front wheels were spinning freely in the mud. I hooked up the tow strap to my pintle hook, crawled underneath the front of the Saab, found the A-frame, and using a shackle, readied the strap for the pull. I urged the driver to remember that his car would shoot out of its ruts and to keep his wheels facing forward. In first gear, low range, the Rover surged forward, slowed momentarily as the strap stretched, and then yanked out the Saab.



With Christmas coming up you may be composing your list to Santa Claus. Naturally, your gift selection will include your Land Rover. You may hear complaints from spouses or significant others concerning the alleged cost of Land Rover parts and accessories. Allow me to offer the following. Last year, my Hunter Wellington boots finally shook off the patches I had glued to the remaining rubber. The soles had also worn to the nubbins. To my horror, I discovered that old trusty L.L. Bean had dropped the line. I couldn't find Hunter Boots at specialty stores or horse shops. Then one day I saw a student walking down a hallway with an equestrian catalogue in her hand. When I asked if she knew where Hunters might be purchased, she gave me her "Duh, hellooo" look and showed me the page in her catalogue featuring Hunters. I called the firm, Dover Saddlery, in Littleton, MA, and discovered they had a pair of my size in stock. A very charming young woman took my order and they became my Christmas present from me to me last year.

Since then, I've received an endless stream of catalogues from this fine company (which is probably well known to those of you of an equestrian bent). My experience with horses has been limited to mucking out their stables, feeding and watering them and taking them out to pasture. I had no idea you could fill 254 densely-packed pages with thousands of options for outfitting a horse and rider. A zipper bag to stow a bale of hay costs \$57.90; there are six from which to choose. Bridles run up to \$250. Curbs, pelhams and kimberwicks – whatever they are – each cost the same as a case of motor oil. I had no idea that a saddle could cost \$4,200. A glance at the Rovers North Vehicles For Sale lists 8 different Range Rovers and 1 Discovery, all for under \$4,200 asking price. Negotiate a bit and you could get 3 of the advertised Range Rovers for \$4,200. Kitchen outfitters,

boating suppliers and computer companies are but three more examples of how to spend significant funds on items other than Land Rovers. Knowledge is power – arm yourself with information like this when carving out your Land Rover’s portion of the communal accounts.



If I were Santa Claus, I’d recommend you consider a high lift jack. Whether the Hi-Lift or Jackall brand, you’ll be well served to have one in your Rover. This farm implement can extract you from difficult situations. Say, for example, that you jumped into a ’66 Series II-A after a blizzard. In front of you a town plow had deposited a huge drift that blocked your desired route. You walked over the drift, which felt very hard packed, and saw nothing on the other side that would damage your Rover as you crested the drift. You weigh 160 lbs; your Rover weighs approximately 3,200 lbs.; not surprisingly, it sinks to its frame halfway up the drift. That’s when your high lift jack can elevate the front and rear wheels so you can stick some brush underneath and back down, sheepishly.

On one of my first off road ventures in southern Maine, I found myself mired to the frame in muddy ruts left by a group of Broncos that ran ahead of me. Jacking up the rear of the car [which is the lightest], I raised the Rover enough to clear the wheel from the rut. I pushed the jack over to one side as I stepped back smartly. The car angled off to its left, out of the frame hugging rut. After checking out obstacles under the car, I did the same in the front. Now I was clear and able to proceed. Similarly, if you have bogged down in mud or sand and have no electric winch, your high lift, a tree strop or ground anchor, and a chain can serve as a comealong to hand winch your Rover. It will be a slow, grinding workout, but you will exit successfully.

As a general work tool, it’s unbeatable. When a neighbor needed to repair the stone foundation under a fisherman’s shorefront workshop, my high lift enabled us to raise the building’s corner sufficiently to place a proper bottle jack in place and begin the restoration. When I needed to lift the end of an impossibly heavy log onto the back of my Rover, the high lift and a strap accomplished what my back could not do alone. When a roadside accident sheared the front wheels off a pickup, the local garage brought its flatbed to remove it from the ditch. When we tried to dump it off the truck it became stuck in holes in the bed; my high lift jack raised it enough so it would slide down and off the truck.

High lifts achieve remarkable results, but you’re dealing with potentially thou-

sands of pounds of force. The potential for serious injury is genuine; use them with care. They’re also heavy and come fully equipped with built in rattles; either clips or mounting points from Rovers North are valuable accessories. Extended height jacks and extra-large bases for really muddy work are also useful additions. So, too, is the Rovers North high lift bag I treated myself to this holiday. Zip the jack into the back and bingo, no more rattle!



Cars.com ran a piece identifying the Top 10 Innovations of the past 30 years. Their list included:

- Antilock brakes
- Smart air bags
- Key fobs
- Fold flat rear seats
- Electronic stability control
- DVD players
- Heated and cooled seating
- Tilt/telescoping steering wheels and adjustable pedals
- Navigation systems
- Hybrid drivetrains

This is a disheartening list because the technology cited aims to make up for our increasing shortcomings as drivers. Antilock brakes free you from the self-discipline necessary learn how to pump brakes effectively – just jam on them as hard as you can. Smart air bags do protect you in the event of an accident, but what have you done as a driver to avoid getting into an accident.

Key fobs make your life easier by setting off the horn and lights “when you lose your car in the MegaMart parking lot.” Maybe you shouldn’t own such an anonymous car. Don’t you find yourself startled when a car suddenly beeps and flashes its lights as you walk by, just because some owner couldn’t be bothered to think about their daily chores? Some key fobs can be programmed to remember how you align your seat and mirrors. Give me a break – is it too much work to re-adjust your seat and mirrors when you enter the car?

Fold flat rear seats are only an innovation because automakers forgot how to do it when they stopped making station wagons in the early 1980’s. Virtually all the hatchbacks of that decade enjoyed fold flat seats –what’s the big deal? Heck, 40 years ago Martin Waller created the Dormobile out of the 109” Station Wagon; their seats not only folded flat but became beds.

Electronic stability control makes acknowledges that “sometimes we drove beyond our, or our car’s capabilities. Well, who was ultimately responsible? You, as the driver. We should be capable of learning to

drive enthusiastically, yet safely and responsibly. DVD players in cars are an open admission that some drivers and passengers transport themselves by automobile solely to get from point A to point B; the article claims that “if you have to ask [why], you must not have kids.” It’s also a confession that we’ve created some of the most boring interstates and sprawled byways in the world. Oh, and it’s clear that some adults simply do not want to talk with children, and vice-versa.

Adjustable steering wheels and pedals have been around in some cars for a long time; if you had a spanner, you could adjust the steering wheel distance on your Rover 2000 and your Triumph Stag. Early TVR’s, among other cars, had adjustable pedals. The requirement for airbags has upped the ante on additional adjustments of seats, steering wheels and pedals, but of course, you could also choose another car that fit you better.

Navigation systems “act as a co-pilot, telling you where to go and recalibrating themselves if you miss a turn.” They replace paper maps, family members, a spouse or significant other, which previously served as your co-pilot. Of course, these very systems can fail. A street or topographical map might be altered but the basic information will always be in front of you – with or without electricity. Hybrid drivetrains, such as the Honda Insight or the Toyota Prius, are intriguing new technologies, but they’re certainly hard to recharge or repair in the veldt.

We’re certainly wasting a lot of engineering talent creating palliatives for our worst qualities instead of transformative technology. Free the engineers and designers for more significant systems.



Memo to Ford: you’ve just hired on Alan M. Mulally, a long time Boeing executive, as your new president. William Clay Ford has handed over the reigns to a man who made substantial changes in the production of airplanes, so much so that Boeing has taken a vast lead over rival Airbus.

Mr. Mulally’s first statement to the press, as quoted in several publications, included the memorable line, “I can’t wait to become a car guy.” As automotive enthusiasts, we were kind of hoping that you’d be a car guy already. If you need some advice, you have several hundred working for you at Land Rover, Aston Martin and Jaguar. Here’s a toast to all of them for a very happy holiday season!



MORE CHANGES WHEN YOU GO TO NEWFOUNDLAND

Story & Photos by: Colby Morris



[When we left Colby Morris in our last issue, he was confronting fog and rain nearly 300 miles from his Vermont home. Here's the rest of the story —ed.]

It's late June, four days into my first expedition in my '73 109" military, at the fabulous Arches in Newfoundland, Canada. I woke up to the sound of my friends in the RV next to me starting up and driving away. I unzipped the fly sheet on the tent to discover blue sky and brilliant sunshine!! I once again dropped the tent and dragged out the Jetboil for a cup of coffee. After just hanging out at the Arches for a while I packed everything up, checked the oil, and headed back onto the Viking Trail. The Rover wore the grime from the previous day's weather; I had driven through a couple of road construction sites (mud) and couldn't see anything out of my rear window and I needed fuel. I stopped at a filling station in a town called Eddies Cove West, gassed up the Rover, and grabbed a snack inside. One thing I noted was that the local people, no matter where you stop, can't possibly be nicer, always inquisitive, always ready with a: "Hello" or "Good Morning!" I arrived in St. Barbe at about 10:30 am for my 6pm ferry reservation. There's nothing in St. Barbe. When the ferry terminal opened at 11am, I got myself on a standby list for the 1:00 pm ferry. I got lucky!

While waiting for the ferry another, RV couple that had come over from Labrador and spent the night in St. Barbe came over to check out the Rover. They were English car nuts dating way back, having owned seemingly every brand I've ever heard of. They told me they had met an English gentleman in Labrador that was driving what sounded to be a diesel 110 with a Dormobile top. They told me that he had evidently been all over the world in the truck and had some great stories to tell. They were sure I would cross paths with him at some point as he was headed this way, and Labrador pretty much has one road.

At about 1:30 pm, I boarded the Apollo bound for Blanc Sablon, Quebec across the Strait of Belle Isle. It was about an hour and forty five minute ferry ride. You arrive in Blanc Sablon, take a right, drive about two miles and you're in Labrador! I was way ahead of schedule at his point and feeling pretty good. The sun was out, the truck was running great, people were wonderful, and coastal Labrador was as spectacular, if not more so, than the Newfoundland coast (keeping in mind that most of the Newfoundland coast I had to view through rain and fog). My intent had been to stay in Pinware Park, but decided to continue on to the town of Red Bay. The coastal drive in southern Labrador is quite beautiful, and quite



mountainous, green mossy hillsides, and the bluest rivers I think I've ever seen; the Pinware River is a sight to behold!

Even though it was June 25th, there were still pockets of snow on the hill sides! The old 109" was working today; there are a lot of steep short climbs at his end of Labrador.

Next, I arrived in the town of Red Bay, apparently the on time whaling center of the region - not a pleasant thought to me. Ahead of schedule, I poked around the town for a bit and then decided I would make a run at the first gravel section of the Trans Labrador highway. Route 510 starts just outside of Red Bay. It's supposedly gravel but it really starts as dust!! On this first section I learned quickly to close the roof vents on the tropical top, and only keep open what you can reach and close quickly when another vehicle is approaching - if it's a tractor trailer, give it plenty of room. The tractor trailer drivers were actually great, if they saw me pulling over to give them room, they nearly always did the same for me, getting as far right as they could. Nevertheless, I still got showered with rocks and dust, but better than actual contact in the middle of no-mans land! I also learned that when red gravel meant a rough ride while blue/gray gravel meant smoother travel. Blanc Sablon to Cartwright, Labrador was only 255 miles, so I decided to head all the way to Cartwright. My next ferry, from

Cartwright to Goose Bay, left Monday evening at 7pm. If I could get to Cartwright by morning, I would have all day Monday to relax, eat some real food, and give the Rover a once over to make sure everything seemed OK.

About 50 miles north of Mary's Harbour, Route 510 became route 516. None of my maps indicated this but the excellent signage provided good directions (gravel road junkies note: at the barricaded end of 510 there was a sign that said Route 510 would be completed to Goose Bay by the year 2009). I would still recommend the coastal route to Cartwright, and then ferry to Goose Bay. I arrived in Cartwright at about 10:30 pm, having survived my first approximately 200 miles of gravel road. I found the Ferry dock, which was a small miracle given there are no signs anywhere! I pulled into the dirt parking lot, popped up the tent and called it a day. One quick note on this leg, after Mary's Harbour there is nothing in the way of fuel availability until Cartwright - check your gauges!

On Day Five of my trip, my body clock is a little off at his point due to poor sleep, the time zone change, sunsets at 10:30 pm and sunrise at 3:30 am and 1491 miles in a Series Rover. I settled into the roof tent last night by about midnight. At sunrise (3:30 am), I'm working on not a lot of sleep, I hear the coffee grinder noise of a small diesel outside the truck. I'm half awake, I hear a male voice, English accent, muttering about IIA trucks, and Browchurch racks, and then comes the "Good morning, is anybody there?" I can't do it. As much as it would have added to the experience and story, I just couldn't drag myself out of my mummy bag (it was cold, mid 40's) to talk about Land Rovers for the next hour. The old diesel started up again and drove away. This is my only regret of the trip. I should've climbed out and met the guy. Maybe next time!

I finally get up at 8:30 am to another sunny day / A strong west wind keeps the black flies away, a true gift according to the locals. I go to the ferry terminal, a 500 sq ft hut, to check



in and take a sponge bath in the Men's Room. Cartwright is a tiny town with an economy based around the fish processing plant at the ferry dock. As usual the locals were wonderful. During my day at the docks, I had many great conversations and three offers to go fishing! I discovered The Mug Up restaurant bordering the parking lot. The restaurant had been created from the back half of someone's house. My awesome breakfast consisted of two eggs, a pile of bacon and superb home fries. I nearly ordered a second breakfast.

Around mid day I broke out the tarp and tools and got under the 109". I unbolted the differential fill plugs, transfer case, and transmission check plugs. Everything was up to level. I went through and checked all of the shackle and u-bolt fasteners as the OME parabolics from Rovers North had been on the truck for only a month or so. I found the right rear had loosened. I checked the fluids under the hood, the manifold and intake bolts. I now had the day to relax and wait for the 7pm ferry to Goose Bay. I cleaned up once again in the terminal, headed to the one and only gas station in Cartwright and filled both on-board tanks (more on this later), and two roof mounted jerry cans, bought a big bag of Cheese Puffs and a Pepsi, headed back to the terminal parking lot and kicked back with a good book.perfect.

The parking lot gradually filled up with a good number of people that I had already met in either Labrador or Newfoundland. All had stories of the road. One woman warned everybody that we were headed for doom and gloom on the Trans Labrador highway. I asked how many times she had crossed it. "Never," she said. The Sir Robert Bond departed at 5:30pm; it was filled up with quite a few RV's and tractor trailers. Our trip would take twelve hours into the Atlantic, then cut over to Lake Melville and the town of Goose Bay. On our way out of Cartwright, a whale greeted us by surfacing a few times - a first for me. The ferry had the same amenities as the others: food, drink, movies and sleeping quarters. I once again opted for the airliner seat; however these were not nearly as nice as the ferry from Nova Scotia. I watched a couple of movies and

drifted off to sleep.

Bells and announcements greeted me the morning of Day Six when I arrived in Goose Bay. I made a pig of myself at the shipboard breakfast. When we arrive at 7:30 am I have a full stomach, a full tank and I'm ready to roll. The dock workers start guiding people off the ferry, they point to me. Gulp - the Rover won't start, panic to the nth degree!! The truck has NEVER failed to start. I try and try, nothing. It's turning over, I have plenty of power, no fire. I have RV's and tractor trailers waiting behind me to get off the boat - instant adrenalin rush, but I tell myself to remain calm and figure it out. It had to be simple as they're simple trucks. I jump out and pop the hood. The crew guides vehicles around me now, some drivers not real happy with me. I check all of the leads, everything seems OK. I get my test light out and there's power everywhere and I smell fuel. As a crew member asks me if I need one of the tugs to come get me off the boat, I tell him I'll give it one more try. I jump in, press the starter.ignition! (After a lot of thought and consulting with Lanny Clark when I got home, the only thing we could figure was that the fuel I got in Cartwright my have been bad.)

Anyway, I motor off the ferry just happy to be running and head straight for Route 500, the Trans Labrador highway. I pass everybody from the boat that's dawdling along, still a bit flustered, thinking I need to keep this truck running to flush out the fuel system. I make the 175 mile run from Goose Bay to Churchill Falls in central Labrador in record time (I think, for a Series Rover). A note to the wise.when you see a road grader sign, slow down!!! All I saw was smooth gravel and suddenly the truck was straddling about a foot high line of dirt and stone, some of which could have easily poked a hole in the front diff or oil pan. I take my foot off the accelerator and now the left rear wheel catches the dirt - you know the rest of the story, I'm lucky I didn't roll it over. I stop to fill the front tank that I had emptied on this leg. Then I switch to the back tank. Once again, the truck struggles to start, but eventually does.

I look around Churchill Falls, which consists of a big power station, so I move on. Churchill Falls to Labrador City is about a 151 miles shot, and I planned to spend the night in Labrador City. I'm motoring again, slowing for graders, pulling off for big rigs. If the doom and gloom lady from Cartwright were in front of me now I would tell her where to go. The road is fine, well maintained, however sorely lacking the scenery of southern Labrador and Newfoundland. By comparison, central Labrador is a wasteland, bleak for travelers but nirvana for sportsmen. I'm flying along and find myself in Labrador City by 2:30 in the afternoon. I shop for some souvenirs, fill up again, this time not turning the truck off. I'm feeling paranoid about starting. I check my maps and decide to head for Route 389 that will eventually take me to Baie Comeau, Quebec, a 360





mile run of gravel road with paved sections. I also figure I can make it to Manic-5, the giant Hydro-Quebec dam. This was the BIG MISTAKE. Route 389 is a goat path. It makes the Trans Labrador highway seem like an interstate! I kept thinking, it will get better, it will get better, and it never did. The first thing you pass right out of Labrador City is the T. Wright iron mine, nothing but a devastated landscape and wash boarded roads following railroad tracks. It never got much better. At one point on a right hand turn going up hill, the truck started to hop so bad I came to a complete stop, it was incontrollable. Route 389 is nothing but abandoned mines and towns. As an example, the town of Gagnon - or lack of - there are sidewalks, medians, sewer system – but no buildings. There's one fuel stop in the middle of 389, more of a house/restaurant combo where a lot of local guides hang out. By the time I got there it was raining again. The locals sat on the front porch staring at me. No one said a word. It was dusk: I fueled up and headed out of town. I had made my bed, now I was going to have to lay in it. As I was just about to get into the Rover, a random guy appeared at the back of the truck, claimed he had lived in Maine for years, owned a Jeep just like mine, a huge meteor had formed the lake that I had passed a ways back, and there was plenty of gold to be had in these hills - see ya! I was committed at this point, there was no way I was going to sleep on the side of this road anyplace - too creepy, plus it was raining. I did pass by Manic-5 at about 10pm. It was an awesome sight even in the rain and dark; it's the largest hydro damn of its type in the world. Route 389 winds down the eastern edge of the damn. It's just too amazing for words – it's huge! The road never improved aside from a few short paved sections. It beat me and the truck to a pulp but neither of us broke! I popped the tent in a truck stop in Baie Comeau at 1am. I had been on the road since 7:30am the previous day, 705 miles, most on

dirt, 350 of it on goat path, the 109" had been running for nearly 18 hours non-stop. These trucks take a serious beating!

Baie Comeau is my final destination before heading back to Burlington, VT. After seven days I'm going home, jubilant that Route 389 is behind me. It's 7:30am, the Rover fires right up, I fire up the Jetboil for a fresh cup of coffee. I stop at a Dairy Queen for lunch. I haven't seen a chain restaurant for a week and the food sure tastes good! Quebec City looks stately and beautiful, but I need to cover about 570 miles today, so I must pass through it. Most of the trip is on paved interstate. I arrived home at about 6pm, two days ahead of schedule. The Rover and I are still in one piece; aside from gasoline, the Rovers used only one half quart of oil

The most valuable and useful items on this trip were: Rovers North, Lanny Clark Rovers, Hella 4000 lights, Land Rover rear work light, Exmoor seats, radial tires (thanks, Mark) roof tent, Brownchurch roof rack, camera tripod, iPod, Lanny Clark Rovers, bloody knuckles and support of friends lending a hand, Thanks! Would I do it again? Yup. Where do I sign up?



ROBISON ON ROVERS

The SuperScan II Land Rover Test System

By John Robison

A few months ago, I wrote a review of the two principal Land Rover test systems – the factory T4 / RDS / IDS and the independent Autologic. While both of those systems will meet the needs of any Land Rover service professional, they are costly. After that article came out, there was quite a bit of talk in emails and the forums about Land Rover testing. People asked if there were any less expensive testers that would do 90% of the job for half the price.

It sounds like a reasonable question. After all, the Honda Element has all wheel drive for half the cost of an LR3, and a third the cost of a Range Rover and won't it go 90% of the places?

Well, not for me it won't. I'll keep my Discovery and my Defender, thank you. But there seems to be a real demand for a \$2,500 product that would do most of the things the full-feature Land Rover testers do, for a more affordable price. I began asking around for products that might fit the bill.

The \$200 OBD II scanners you can buy in parts stores and online will read fault codes from engine management computers of 1996-newer Rovers. But they won't communicate with any other systems on a modern Land Rover, and all they give is codes. \$200 scanners don't explain what the codes mean. I figured there must be some test product whose functionality lay between the \$200 scanner and the \$10,000 full-capability system.

Many people suggested the Rovacom Lite system. As many of you know, Rovers North distributed that product for some time in the United States. I myself used the Lite and the full-size Rovacom and I have to say, I didn't like either one.

Both Rovacom products proved unreliable. The Pro consistently failed if we left it turned on too long, and it frequently crashed while I was using it. The Lite crashed my system regularly. Tech support was very weak, unlike for the T4 and Autologic. Rovers North had enough problems with these products that they stopped distributing them.

Several other Land Rover service managers in the USA had experiences that mirror mine.

While I recognize that some people have these products and they are getting good use from them, I don't recommend them for new purchase because of the troubles I encountered. It's certainly possible that the products will be improved and we may review future versions and have a different opinion.

Anything's possible. I'm sure many of you ate spinach this past summer and didn't get sick. I knew a guy who did a high dive into a water barrel at county fairs, too. That doesn't make me want to try it. For now, I do not recommend Rovacom for new users, but if you have one and it's working, by all means stay with it.

This summer, I received a brand new tester - the SuperScan II. It consists of a vehicle interface box, the software, and some cables. The

SuperScan II is powered by the vehicle's OBD II port and it works in conjunction with a user-supplied laptop.

SuperScan II works on OBD II compatible Land Rovers, which include 1995-2002 P38A Range Rover, 2003-2005 Range Rover, 1996-1999 Discovery I, 1999-2004 Discovery II, 1997 Defender, and some Freelander. Based upon the correspondence I receive, those models make up 90% of the hobbyist and independent Land Rover shop work.

The SuperScan II does not connect to the older Land Rover products and it does not have software to talk to the newest products. With compatible Rovers, the SuperScan II talks to all major vehicle systems, including engine, transmission, ABS, airbags, air suspension, climate control, and security. The SuperScan II also talks to most of the BECM functions in the P38A Rovers.

This is what the SuperScan II does:

- It will show the identity of system modules in the car.
 - You can read and clear fault codes.
 - You can see all the live data for the engine, transmission, ABS, and other systems.
 - You can set certain parameters, like the EKA code.
 - You can do activations of things like windows or fuel injectors.
 - You can see switch positions and sensor readings.
- You can read fault codes, most of which include text descriptions. It's a lot more useful to have a tester say, "Cylinder 3" Misfire than to see "P303." Who knows what "P303" means? With some faults, you can also see certain engine data that was stored at the time the fault was recorded. That can be useful in diagnosis. For example, knowing your truck had a misfire at full throttle at 3,000 rpm, you might proceed differently than you would to diagnose a mis-

fire at idle.

You can see live data for all of the key systems. For the engine, you can see all the sensors that feed data into the controller. That includes the mass air meter, the throttle position sensor, the temperature sensors, and the oxygen sensors.

You can see the outputs – the injector pulse widths and the cycling of the idle speed motor.

Often, it's necessary to look at that live data to properly diagnose a problem. For example, you might look at the air flow rate or watch the switching of O2 sensors to make a decision about what's actually wrong when an emission fault is set.

The SuperScan II has live data displays for antilock brakes, the transmission, the climate control, and various body modules. The live data and fault code retrieval and clearing are the two principal activities that test systems are used for.

There is an interesting wrinkle on this tester that I have not seen on any other. When you are showing live data there is also a little box that shows if a fault is present in the system at that moment. So, for example, if



you were watching the idle speed stepper motor in real time, and the speed dropped too low, you would see the display flash a warning that idle motor fault was active.

I can see how that would be useful in diagnosis, and I have not seen this feature presented as clearly in any other tester.

When compared to the T4 and Autologic, the SuperScan II does have some limitations. These are the principal tasks a SuperScan II owner would still have to refer to the dealer:

- It will not program a new engine ECU or alter engine setup parameters.
- It will not program a new BECM.
- It will not code keys.
- It will not set some coding parameters in the BECM and other systems.

I've thought about those limitations in the context of the letters I've received from people wanting a less costly Land Rover tester. While I think a true professional Land Rover shop needs the ability to do everything on the list above, I think all those things are beyond the purview of the occasional Land Rover mechanic or hobbyist. That's who this tool is aimed at.

The things that SuperScan II won't do are all things that I'd describe as risky for an occasional Land Rover technician. Errors in programming the engine ECU or the BECM will leave those \$1,000 components useless. Errors coding keys can leave all the keys useless. Coding invalid parameters can cause all kinds of unexpected problems.

The SuperScan II does not appear to have many capabilities that would get a user into trouble. For example, its Security menu allows you to read and change the EKA code, but there is no provision to program keys or set security options. So you can't inadvertently disable all your keys, as you can with the full-feature systems. The flip side, though, is that you could not activate a new PLIP for a Discovery II key.

So what does that mean? If you've gone to Land Rover school and you're a trained Land Rover master technician who knows how to do programming and coding, you may want to spend the extra money and buy the Autologic or T4 so you can do those things. But remember, 99% of the service problems you will see have nothing to do with coding or programming, and the SuperScan will work fine for those other tasks.

Installation of the software

When we received this tool, we tried to install the software on a Toshiba laptop that we had around the shop. The Superscan II software installed OK, but we could not communicate with cars. Our network person tried to reinstall it, and he ended up getting the program to run on a fresh installation of Windows XP Pro with SP2. It seems like there are issues installing this software when other programs are already there.

So, if you plan to install a SuperScan II on your existing laptop, you should be aware of the possibility that you may need to reinstall Windows to get SuperScan running. We did not try the package on any other operating systems and we don't know how it will work there.

We also found the system requires the use of a specific USB port. When you set the system up and connect it, the software will find the interface box at whichever USB jack you have installed it. Forever more, the software will look for the interface at that jack only. USB is supposed to be portable, but for some reason this connection isn't.

If we plugged the SuperScan's USB cable in when the computer was running, it would crash it. I'm not sure why that was, but the lesson is simple. Plug the cable in before you turn it on, and don't unplug it when it's running. That will crash it, too.

Once we overcame these issues, installation and operation of the tool went smoothly.

Our company, Robison Service, uses the Land Rover Omnitec T4 factory test system and we have a number of PC based test systems for other cars. All of those products run on four laptop computers owned by the company, and two desktop machines. The difficulties we experienced setting up the SuperScan were similar to the difficulties we encountered setting up those other systems for the first time. I guess plug-n-play has not come to automotive test software quite yet.

Making sense of the data

The biggest limitation of this tool – and most other test tools - lies in

interpretation of its data. You can view live data for the engine and you might see a number like 118. How do you know if that reading is normal, or high, or low? What does it mean?

That's the biggest problem faced by users of today's sophisticated scan tools. There are so many parameters and values that it's hard to remember what they should be. I get queries about this all the time. I even have trouble with test data myself. Shocking, I know, but there it is.

The only tool that identifies abnormal values is the factory test system and even that does not work all the time. That's a great feature that I wish other test equipment makers would copy. Until they do, you will need to know how to make sense of what your tester is telling you.

I strongly suggest you obtain the training materials for all the systems in Land Rover cars and study them carefully. Go to the factory support site, "<http://www.landrovertchinfo.com>", select each model, and select training material. Download it all and learn it. No test system is any good without the knowledge of what's being tested.

Here are some examples of training material available from Land Rover as of October 2006:

- Introduction to Land Rover Products
- Engine Management Systems – includes 14CUX, GEMS, Bosch, and Siemens.
- Automatic Transmission Diagnosis and Service
- 1999 New Products (Bosch cars and the Discovery II)
- New Range Rover Technical Introduction
- Freelander Technical Introduction

The Land Rover service web site was developed to meet a government mandate that all dealer service information be made available online, to anyone, at reasonable cost. The first version of the site was not very good, but I and others worked as volunteers in the EPA's evaluation program to help Land Rover make the site better. I think it's a success. Having invested quite a bit of my own labor in that project, I hope to see all of you getting good use from it.

I also recommend another source of training material, "<http://www.boschtechno.com>". Robert Bosch of Germany designed and built many of the key systems in Land Rover vehicles. Bosch sells training manuals on their site that cover fuel injection, sensors, entertainment systems, electronic transmission control, and more. Their books are detailed and inexpensive. Look under Technical Instruction Booklets, Books, and Training Materials.

Limitations

At this moment, the technical support is web based for this tool, with free upgrades for the first year. After the first year, upgrades require a subscription fee that are good for The tool is designed and manufactured in South America, and distributed by Rovers North here in the States. If you buy one of the first ones you and RN will have to figure out support issues together.

I should say that I did succeed in installing and running this tool with no support, and I am not any kind of computer wizard. I'm tempted to say, if I can do it, you can too, but I know some of you are even less computer adept than me, so that may not be true.

Conclusion

My two month test of this tool showed that it can be useful in most Land Rover service situations. You will still have to refer some jobs to the dealer or a better-equipped independent, but you'll be able to do a lot more than you could with a simple OBD II scanner.

Is it worth the price?

That's up to you. For a shop like mine, nothing but 110% capability is acceptable, but for a Land Rover club, a hobbyist, a guy in a remote area with a small fleet of Rovers, or even a shop that fixes a handful of Rovers . . . this tool could be a great value.

If you have questions or issues you'd like discussed email:
robison@robisonservice.com



“NICE TO MEET YOU.” “LIKEWISE. A PLEASURE.”

Story by: Mike Koch Photo by: Jason Weaderhorn

Last August, I sold my old Rover and bought a 1978 Series III 109” military with roughly 25,000 original miles on the clock. Our adventures began as soon as I treated it to its first drink of fresh petrol. After lifting up the driver’s seat and filling one 45-litre tank, I looked into my wallet before reaching across the interior, removed the passenger seat, and began to fill the passenger’s side tank. Some hippies in a Subaru wagon asked me: “Hey man, do you know that gas is pouring out about as fast as you’re pouring it in?” “Yes, I did. In fact, I love pouring gasoline all over the environment at \$3/gallon!” As gallon after gallon of 87 octane endlessly showered the gas station cement, two employees were throwing down buckets of glorified cat litter. Thank goodness I’ve been buying my lunch at this place for years or these guys would’ve wanted to kill me.

“Dear Santa, one aux. fuel tank for my 109” military, please.”

I love my 109”. My girlfriend does not love my 109”. She thinks that having fuel tanks under the seats aren’t safe. After mentioning this to enthusiast Jon Detwiler at the British Invasion, we agreed: “if you are worried about that, you’re not living.” The 109” is slow and raucous (attempting conversation above 30mph is unrewarding), but it has character you just can’t put a price on. I explained to her that unless we appreciate the old Rovers, we wouldn’t have evolved to the newer Land Rovers that so many folks enjoy driving and depend upon every day. She agreed and said something along the lines of: my truck should be in a museum so we can show our appreciation without having to risk our lives driving it. Maybe a softer ride would make her like it more.

“Dear Santa, one set of parabolic springs and Old Man Emu shocks, please.”

She may have a vindicated point about safety. While I’m not about to switch to a 109” station wagon rear fuel tank and remove the pair under the seat-box, some fresh Land Rover Genuine seat belts would feel more reassuring than the crusty originals. Did I mention the passenger wears a static belt? No wonder she is apprehensive to ride in my 109”.

“Dear Santa, one pair of Land Rover Genuine inertia reel seat belts, please (and maybe some Genuine Defender seats as well, to prevent potential whiplash in the event of an accident).”

While on the topic of driving safety, as autumnal equinox approaches, these military headlamps aren’t cutting it.

“Dear Santa, one pair of Hella Vision Plus headlamps, one set of rubber Series mats and tunnel cover to quiet things down a bit in my 109” so it might not sound like a Boeing 727 at takeoff anymore. And while we’re at it, plenty of Waxoyl to get my 109” through the upcoming sub-arctic Vermont winter, please. Come to think of it, a new canvas top would help keep some of the cold drafts out too. Santa, even if you don’t grant me any of my special requests, I’ve been nice and will continue to cherish my 109” even though sometimes a four letter word or two slips out while turning a wrench on it. I remember when I first washed my 109” having a bit of a talk with it explaining that “I’ll take care of you if you take care of me.”

The Daily Grind

I’ve just left Rovers North rushing the thirty-minute drive into Burlington to

get to an appointment without being fashionably late. “Yikes! I’m halfway down Route 128 and I forgot the parts I had to deliver to a local Land Rover shop for the morning.” Short of pulling the transmission brake handle in a Batman-like maneuver, I turn around, pick up the needed parts, continuing southbound down Route 128 and see what the 109” can do in a rush, as though I were driving to the ER with my hair on fire. I wind it up to 60mph, which was a first for me while clutching that steering wheel, eyes transfixed on the road ahead, hanging on for dear life. I should explain that Route 128 in Vermont consists of a narrow, two-lane road with lots of turns, blind hill approaches, hidden drives, and farms with wandering herds of animals. 60 mph really stretches the limit of safety.

A couple of days later, I did a tune up on my 109”. Halfway down Route 128, my 109” started to sickly stumble to a death as the engine eventually shut off. Before I knew it, both the charge lamp and oil pressure lamp were staring me down. Luckily, it was still daylight as I didn’t have a flashlight on hand [note to Mike – purchase flashlight, it’s a Series Land Rover –ed] I popped the bonnet quickly realizing that I hadn’t properly fastened the king lead to the ignition coil. Within moments, I sped down the road again.

A couple days later, I was rushing to dinner in Burlington. As I turned a corner onto a road halfway to Burlington, the 109” starts sputtering. “I can’t be late.” I drop it into third and floor it, literally, pedal to the unmatted metal floor. This did not push me back in my seat. The 109” sputtered along for over half a mile till I had to make the decision whether to run a rather amber colored traffic light knowing if she stopped, she wouldn’t start again. Memories of “The Gods Must Be Crazy” came to mind. In my panicked rush, I said a silent prayer and as I pulled up to the pump, the 109” quit. Once again, both the charge lamp and oil pressure lamp were blinding me. I fill the 109” hoping my efforts of fiddling with the timing weren’t to blame, with a few quick pulls of the trigger, I primed the fuel pump, checked the distributor leads and luckily, the 109” got me to dinner with a couple of minutes to spare. In the future, I’ll pay closer attention to my fuel gauge instead of my wristwatch. The next day, I had a number of calls saying: “Did you see me? I saw you in the 109” sputtering down the side of the road with the flashers on.” Thanks for stopping everyone! Co-workers exclaimed that I with only one functional fuel tank, I was naïve not to carry my jerrycan.

During the first week of ownership, I made a bit of a miscalculation refilling the cooling system after a repair and was on the side of the road with the temperature gauge pegged at 110 degrees C; not ideal. Needless to say, I was two hours late for work and missed my appointment at the dentist altogether. His receptionist asked if I’d be able to make it in a little later that morning. I responded that while it was still early in the morning, I didn’t know if I’d make it to work today, let alone to have my teeth drilled out. What surprised me is that no one stopped to ask if everything were alright. I presume that driving a military Land Rover, people think that I’m in some paramilitary northern border patrol. That’s the thing about driving a Series, the occasional breakdown slows down the pace of life. The pace of this world is moving faster and faster all the time, if you are interested in slowing it down a bit, sell your vehicle and drive a Series on a daily basis and rely on it as your sole means of transport. Mine will not travel at faster than 60mph. How’s that sound?

6:05am Saturday September 16th, 2006 my alarm wakes me up. I drive to Rovers North to meet both Les Parker and Rob Smith to convoy over Smuggler’s Notch (Route 108) to the British Invasion in Stowe, VT. It’s a foggy morning, cool and damp unarguably the ideal setting for the British Invasion. Les is at the head of our convoy in his Lightweight towing a

ROVERS NORTH

Sankey trailer, I am in the middle and Rob, with the highest horsepower rating, was strategically placed at the rear of the convoy in his 1994 D90 (#287). Some droplets fell from the trees so I naturally turned the wiper knob, and unexpectedly, nothing happened. Luckily, there wasn't any rain, well, not enough to make driving without wipers fatal. A couple days later, I head out to the 109" during my lunch break and pull the dash apart. After some probing and head scratching, I reassembled the dash and not only do the wipers still not function, but now the fuel gauge has no reading and I know I just filled it on my commute in this morning! I suppose matters could be worse.

Driving home from the British Invasion, I was driving north on Interstate 89 where the speed limit is posted as 65mph with a minimum speed of 40mph. I probably should've taken the back roads home to Burlington but was feeling ambitious, as my mind was set on a getting to a barbecue in Lake George, NY, a two hour drive south of my Burlington apartment. As I approached the hill between Richmond and Williston, at 55mph, my speedometer needle fell to 50mph, quickly followed by 45mph, and finally reached a low of 40mph, the posted minimum speed limit with my flashers on for safety. I felt like I was operating a piece of agricultural equipment. I remember thinking to myself, "great, all I need is to get pulled over for driving too slowly!" Just at that moment, I spy a state trooper approaching my 109" in my side view mirror. As he passed, he shot me a look and soldiered on with his duties.

I have yet to cross the Rubicon in my 109" and we have yet to accomplish anything "spectacular" together but I do rely on it everyday. It doesn't earn its keep by hauling debris, goats, logs, manure, or mining equipment. It doesn't plow snow or tow hay wagons either, but it starts every time I turn the key and gets me home at the end of each day. I love it and am not overwhelmed when something isn't functioning as the factory intended, because unlike a lot of modern vehicles, I know that with a workshop manual and a set of tools, I am capable of fixing just about any one of its components. It should be mentioned that both the fuel gauge and wipers began to work as a soon as it started to rain on my way to Rovers North yesterday morning. I guess we are taking care of each other after all.

Woodstock or Bust

I just finished working the Saturday morning shift at Rovers North. Time to check the fluids on my latest acquisition, the 1978 Series III military 109." "Let's see, what do we have here? The rear differential is a tad too low, the transfer box is a bit too high, while the gearbox is equally low as the transfer box is high. 'Intercase migration.' Sounds like a sociology class I took at UVM." The clutch pedal and underlying floor are sodden with Girling brake fluid because the clutch master cylinder has been dribbling. "As

long as I religiously top it off, I bet I can get a few more months out of it. My static ignition timing feels off by at least a few degrees, my Zenith is both warped and as a result incapable of being adjusted but it's time for a road trip, not time to repair the 'incidentals'."

Sunday morning I picked up my friend Jason, who recently moved to Burlington from the NYC area in search of greener pastures. He's also an ideal road trip companion. The night before I had introduced him to Burlington's pubs and we had remained there until closing hour. This morning, we grab some breakfast sandwiches and coffee at the Old Brick Store in Charlotte that really hit the spot. I chose a route that's slower and more scenic than Interstate 89, which would've been the quickest way to Woodstock, VT, our destination but hardly enjoyable in my 109".

We drove down Route 7, then across the very narrow Route 125 through the Green Mountain National Forest, then down scenic Route 100 and eventually brought my 109" into her slip in stunning Woodstock, VT.

While driving east on Route 125, I took a sweeping left turn way too swiftly and before reaching the apex, I quickly realized that I didn't know how to calculate the physics of this scenario in a 109" military, which seemingly has the suspension travel of a steam locomotive. What I did know was from my HO scale model trains as a boy, if you took the turn too fast, the train went flying off the rails (like the song "Wreck of Old 97"). Without hesitating, I told my passenger to brace himself. Luckily, all we experienced was a rather exhilarating adrenaline rush.

As mentioned, I knew the static timing was off but wanted to get on with this jaunt to Woodstock. What I didn't realize was how bad the 2.25 litre was going to "ping" up the steep passes crossing the Green Mountains. Approaching the summit of many hills, I had to drop it into third and chug up at 25 mph. "I think I can, I think I can, I think I can." When I returned to Rovers North, the warped and maladjusted Zenith got swapped for a spanking brand new Weber 341CH and I reset the timing.

Highlights included (but were not limited to): admiring the Paul Revere bell and the historic town of Woodstock, drinking samples at the Long Trail Brewery in Bridgewater Corners, VT on the way back to Burlington, and having a bystander say "Nice truck! Now that's a real truck."

Between the maladjusted Zenith, creating a most intoxicatingly fummy ride and the usual gear whine associated with a Series at highway speeds, not to mention the 109" military's factory leaf springs which are tall, proud, and unforgiving; we had to take rest breaks every hour to decompress from being shell-shocked. Perhaps I'm still a bit maladjusted to driving a Series Land Rover long distances.





Advertising executives have always loved Land Rovers because of the cachet they bring to their products. Iams dog food links old rovers with old Land Rovers, and it worked to many readers. *Dendy Jarrett, Nashville, TN, Kimberly Bufton, Galveston, TX, Jeff Austin, Chesapeake, VA, Sean Bishop, Portland, OR, Phillip Lobel, Woods Hole, MA, Brent Lane, San Diego, CA, Sean Donohue, Lake George, NY, and Greg Hollingsworth, CT all watched the topless Sightings

Here in New England our colorful leaves now decorate our fields and roads instead of our trees. Good thing, too; given the number of Sightings that arrived this issue, we'll need lots more wood pulp to replace the paper sent to Rovers North. Once again there are superb entries that warrant emptying more of the crockery cupboards at Rovers North. As always it's helpful for rookies - and useful as a reminder for the grizzled veterans as well - to review the rules for Sightings

Rule #1 - All Sightings receive recognition and our appreciation, but not necessarily a mug. We reward only those Sightings that capture the unique qualities of Land Rovers and their owners, and display them in a distinctive way.

Rule #2 - If your Sighting does not really surprise you, it won't surprise us, either - thus we can't award you a mug. We're delighted, but not surprised, that Land Rovers appear in British television programmes, British publications, films with British themes, and shows about African safaris. You shouldn't be surprised, either, and should consider looking for other ways to get a coffee mug.

Rule #3 - At an ever-changing date before publication, we must close off the Sightings. Limited space means that if we've mentioned the Sighting in an earlier issue, we probably won't mention it again. So if you're new to the family of Land Rover enthusiasts, you may not have seen your Sighting in an earlier issue.

Rule #4 - We can't kit out your kitchen. If you qualify, one mug per Sighting per issue.

Rule #5- Sightings that are Land Rover references in books go to our Literary Land Rover editor for mention, but only when space permits.

Rule #6 - Psst... if we can't read your name and address because of atrocious penmanship, we can't recognize your Sighting nor send you a mug. Psst...E-mail submissions - remember we can't send a mug by e-mail. Send us your real name and shipping address, too.

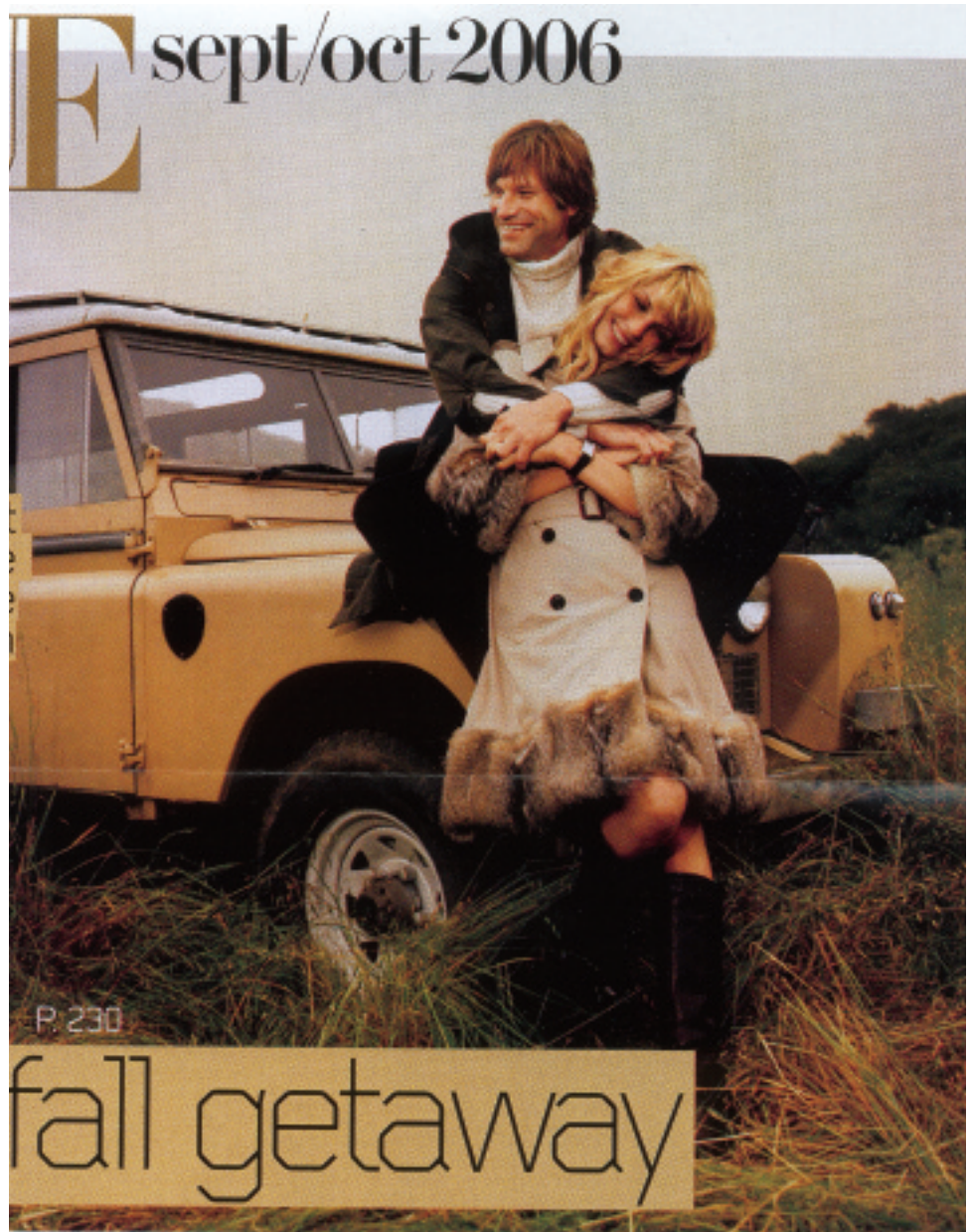
Rule #7 - Grudgingly, very grudgingly, the Editor admits he might make an error. Let me know if you think you've been jobbed, but all decisions of the Editor are final.

Rovers North News readers know they're infatuated with Land Rovers. Advertisers realize that if man's second best friend is a Land Rover, his best friend is his dog. Why not combine the two in an ad campaign? We noted last issue that Iams dog food featured a Series Land Rover and a dog cavorting together on some dunes. Clearly the ad campaign succeeded for it continued to run into the fall. *We're going to bend Rule #3 so we can send mugs to **Lauren Pratt, Birmingham, AL, Sherry Walls, Upper Lake, CA, Philip Lobel, Woods Hole, MA, Brendan Bloom, El Cerrito, CA, George Swallow, Harpswell, ME, Chuck Carrig, El Paso, TX and Peter Whelan, Cranford, NJ.**

Peter King, Signal Mountain, TN, has served Rovers North News readers well as the Joe Bob Briggs of movies with Land Rovers in them. Most recently, he recommends *Bad Boys II* for four reasons: Martin Lawrence, Will Smith, and two highly promi-

nent FC 101's. "Only it looks longer," he reports. "Did Land Rover build an FC 140?" The Land Rovers figure prominently in the key chase scene and are even joined in the action by "an immaculate robin's egg blue Series III 109" pickup." To sum up Peter's review, "Three Landies in one movie. There were a bunch of pictures of the Forward Controls. You even saw one from the bottom. It would be worth seeing even if there weren't some fine classic Land Rovers on the bill."

500 television channels call for lots of programming; why not put Land Rovers on the air? **Thomas Castaldo, Calera, AL** spotted a Defender 110 in an HGTV program called *Keys to the Castle*. It appears that Lord and Lay Byron own both the castle and the Land Rover. **Jim Klarich, Davisburg, MI**, noted that when Mike Rowe, the host of the Discovery Channel's *Dirty Jobs*, toured a South African village, he helped repair a 38 year old Series II-A pickup.



In order to perk up the appeal of characters in Grey's Anatomy, **Lori Peterson, Kennesaw, GA**, notes that Dr. Sheppard drives a Series Land Rover. **Karen Sindir, Woodland Hills, CA**, spied a Travel Channel documentary on Disney World in Orlando, FL. Footage from 1968 showing the surveying of the site featured a Series Land Rover at work.

CAA, a Canadian magazine, features "lifestyle, travel and cool car stuff." Their Fall issue put a Defender 110 on the cover to highlight its "Sun For The Soul" coverage of Costa Rica. Sadly, we have only an email address for this winner (See Rule #6). Touting its latest website, Kodak's Easy Share Gallery entices you with a photo of a Defender 90 SW on its site, notes **Joey Boerner, Forest Grove, OR**.

Brad Phipps, Medfield, MA, drives a Defender 90 and lives near jewelry designer Caroline Ballou. Although she drives a Land Cruiser, she chose to put a Defender on the rear cover of her latest catalogue. After all, her jewelry claims to be "inspired by travel and wanderlust." Who could express wanderlust with a Land Cruiser?! Molson Canadian Beer, long an Editor favorite, circulated a Tame the Trail t-shirt featuring a Discovery Series I, reports **Gary Dalglish, Millville, NJ**.

Crazy Shirts from Hawaii includes a photo of a couple studying a map from the back of the Discovery Series II, notes **Paul Cerulnik, Leeds, MA**. Rocawear featured a male model leaning against the fender of a Defender 90. He's wearing a belt buckle right out of Smokey and the Bandit; if he leans the other direction he's scratch the heck out of that wing. **William Chau, Sylmar, CA**, sent in the ad from the September issue of Details magazine, which also ran an appreciative blurb on "The Classic," a 1994 Defender 90. To quote from Details, "it was the golden age of the SUV, when drivers scrubbed mud, not baby formula, off their hulking four-wheel-drives. And since the D90 is available only in manual and comes with a V-8, you'll feel like Dr.

[Richard] Leaky on your morning commute. Land Rover stopped exporting it to the United States in 1998, but it still draws purists who turn up their noses at Jeep Wranglers – which is why prime specimens sell for close to their original sticker prices: \$20,000 - \$30,000."

Carlos Garcia, Albuquerque, NM, saw the same Rocowear ad in the October issue of Details, as well noting that Men's Vogue features a Series II-A on its contents page to highlight "fall getaway." He also notes that a photo spread on men's fashion in GQ featured a sill-less Series II-A pickup. Carlos clearly dresses fashionably well!

Jim Sims, Ft. Worth, TX, sent in a cartoon from The New Yorker featuring a South African Land Rover on safari. **Bill Kendall, Centreville, VA**, notes that when the Economist covered strikers in Zimbabwe, they chose a photo of a police Defender at work. What's interesting is that the Zimbabwean government has broken off most relations with Great Britain! **Peter Whelan, Cranford, NJ**, noted an article on crippling mudslides in Popular Mechanics featured artwork suggesting a Series Rover plunging through the devastating terrain.

The latest issue of Travel and Leisure includes another ad for South Africa safaris with a topless Defender 130, notes **Greg Akin, Abilene, TX**. In a different twist, The Sunday New York Times travel section featured a trip to the Pacific island nation of Vanuatu. To entice you, reports **Bud Brown, Temple, PA**, they put a photo of a 109" traversing sand dunes. **Patrick Kleiman, Berkley, MA**, found an ad for Argentina Wild Wing Shooting in Waterfowl and Retriever.

Better late than never: **Lane Davis, Santa Monica, CA**, spotted the REI ad we mentioned in our last issue. **Allen Padgett, Lafayette, GA**, opened a Vogue magazine and found the Michael Cors ad with a Series Rover. **Katie Harrell, Ochlocknee, GA**, noted the Emirates Air ad, all featured in our last issue.



Sightings Winners:

Patrick Kleiman
Berkley, MA 02779

Bud Brown
Temple, PA 19560

Carlos Garcia
Albuquerque, NM 87104

William Chau
Sylmar, CA 91342

Paul Cerulnik
Leeds, MA 01053

Gary Dalglish
Millville, NJ 08332

Brad Phipps
Medfield, MA 02052

Joey Boerner
1210 32nd Place
Forest Grove, OR 97116

Karen Sindir
Woodland Hills, CA 91364

Lori Peterson
Kennesaw, GA 30152

Peter Whelan
Cranford, NJ 07016

Sherry Walls
Upper Lake, CA 95485

Chuck Carrig
El Paso, TX 79932

George Swallow
Harpwell, ME 04079

Lawren Pratt
Birmingham, AL 35244-4330

Philip Lobel
Woods Hole, MA

Brendan Bloom
El Cerrito, CA 94530



SEASON'S GREETINGS



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