

Winter 2009

THE ROVERS NORTH NEWS



Jeff Aronson

“They Picked Your
Land Rover?!”



Family owned by enthusiast since 1979

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PUBLICATION

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1319 VT Route 128, Westford,

Vermont 05494-9601, USA

Sales & Tech Line: 1-800-403-7591 / (802) 879-0032

Website: www.roversnorth.com

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

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

LETTERS TO THE EDITOR

Dear Rovers North,

A few weeks ago, I emailed regarding oil usage on a '04 Discovery Series II. I was using 3.5 quarts every 6,000 miles without blue smoke, etc. I believe that I have finally found the issue. After looking inside the air intake with the butterfly flap open, I noticed dark oil residue on the inside of the intake where the passenger side valve cover vents into the intake. The other side was clean. After researching the design of the valve cover, it appears that Bosch removed the typical PCV valve. The small hole on the vent stack (where the rubber hose attaches on the valve cover) should serve like a PCV valve (by regulating the gasses into the intake). However, the continuous air flow through the intake draws air in from the valve cover and thus oil vapor/mist with it.

After putting on a PCV valve downstream from the valve cover vent stack, oil consumption was zero in one day. It has been 1/8th quart or more every day over a hundred miles. Maybe there is something to a PCV valve. I wanted to share this issue with your readers in case others have a Land Rover with the 4.6 liter engine.

Andy Iverson
Bennett, CO

[Steve Haskell of Rovers North notes the Bosch device, called a "spiral separator," can be cleaned out and made to work effectively. The oil consumption seems high at 1/8 quart. Have you tried checking for oil film at the exhaust pipe? Have you tried a compression test? Make certain to pull all the plugs on each bank when you do the test to get a true reading. And feel free to call Rovers North for some additional diagnostics —ed]

Dear Rovers North,

Just a quick note to Les at Rovers North and to all other Series Land Rover enthusiasts out there to express my delight regarding my Mt. Mansfield heater. Now that winter is here (in Michigan, anyway), I can let you all know how well it works. I just got my vehicle back on the road this past summer, after a 4 year comprehensive restoration, and I struggled with the cost of the Mt. Mansfield, but I have no regrets now.

Before I restored my Land Rover, I had a classic Smiths round heater, which looked cool but, frankly, sucked when it came to battling a Michigan winter. So, I sold it to a guy restoring a Morgan and bought the Mt. Mansfield. It's like having an imaginary, massless duct of infinite length pumping hot air directly from a volcanic vent, minus the toxic gases, of course. And, unlike the Smiths heater, it actually defrosts and demists my windows since it has a fresh air intake. No more squeegeeing! If you're on the fence about the Mt. Mansfield and afraid to take the plunge, I encourage you to open your wallet and get one. Mine works great. Happy Holidays to Land Rover Drivers everywhere,

Myron DeRose
Grand Rapids MI
64 IIA 88 (back on the road!)

[I have one Series Rover with a Kodiak heater, which is pretty good, and one II-A with a Mt. Mansfield. Guess which one I prefer to use on the coldest days? —ed]

Dear Rovers North,

It has been a sincere pleasure to be a Rovers North customer. Recently, I ordered a set of spark plug wires for my 2002 Land Rover Discovery II SE. Arthur, as usual, was both pleasant and very helpful with my questions.

It is wonderful to work with such a knowledgeable, fair and honest organization.

Thanks for publishing the Rovers North News. It is always a pleasure to receive this fine publication. I appreciate the articles on the Tata Group who recently purchased Land Rover/Jaguar from Ford Motor Company. I am hopeful that the Tata Group will maintain Land Rover's worldwide success. My local Land Rover dealer recently informed me that Mr. Tata has started to visit Land Rover dealers around the world. I don't believe any CEO from Ford Motor Company ever visited their worldwide Land Rover/Jaguar retailers!

As a long time Land Rover and Peugeot owner and enthusiast, I would have preferred to see Automobiles Peugeot-Citroen purchase Land Rover/Jaguar. Peugeot designed and builds the Land Rover V6 and V8 turbodiesels. Peugeot has experience building 4 x 4 vehicles, including the Peugeot P4/Mercedes Benz G Wagon that has been used for military use, the Dangel Peugeot 504 and 505 4x4 wagons and modern Peugeot/Citroen rally cars. Like Land Rover, Peugeot has successfully marketed automobiles throughout Africa and the Middle East for many years. To this end, Land Rover/Jaguar would have complimented the Automobiles Peugeot-Citroen lineup.

Again, thank you very much for your continued outstanding service to the Land Rover owner. Rovers North is the best Land Rover parts company by far! Keep up the great work.

Sean Donahue
Lake George, NY

[Thanks for your own contributions to Land Rover enthusiasm with two Discovery Series II's! Just as Land Rover proved to be the vehicle of choice in former British colonies, Peugeot station wagons proved their mettle in the former French colonies. High-end Peugeot and Citroen models compete with the Jaguar, and BMW's experience with Land Rover demonstrated that medium size auto companies might not have enough investment capital for future models of Land Rover — ed.]

Dear Rovers North,

Thank you so much for your great magazine and super stories.

Michael Bondmass
Las Vegas, NV

Dear Rovers North,

I just received and installed the console cup holders in my '97 Discovery I and they look great and work so much better than the original, slide out cup holders. Thanks very much!

Steven Walls
Baton Rouge, LA

Dear Editor,

Thanks for putting out a top notch magazine.

Jack Hayes
Nantucket, MA

[From one island town to another, thanks for being a reader and Land Rover enthusiast. The Rovers North News requires the energy and passion of correspondents, photographers and staff specialists at Rovers North. It's part of being a member of the Land Rover community —ed]

Shift Knob



RNI290

'89 -'95 Transferbox shift knob

List \$32.87 **Our Price** \$12.50

Front Brake Flex Hose

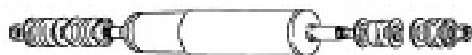


RNI109

Flex hose front brake with ABS

List \$63.84 **Our Price** \$43.00

Front Shock Absorber



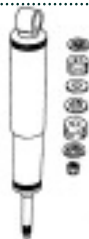
RND730

Dampers, performance shock Absorbers.

Non-air suspension. 1 dampener w/ bushings.

List \$59.95 **Our Price** \$39.50

Rear Shock Absorber



RND734

Dampers, performance shock absorbers.

Non-air suspension. 1 dampener w/ bushings.

List \$58.95 **Our Price** \$38.50

Rubbing Strip



RNI247

Front door ,molding

use with body styling kit

List \$58.12 **Our Price** \$39.95

Power Window Switch



RNE727

Power window isolator switch

List \$41.82 **Our Price** \$29.95

Rear Window Door Switch



RNI248

Rear window lift door switch

List \$40.71 **Our Price** \$29.95

Kick Panel



RNI259

Front RH, interior kick panel, 2 door, 1970-'85

List \$71.64 **Our Price** \$39.95

Bonnet Decal

RANGE ROVER

RNB118

Bonnet decal dark grey

List \$61.93 **Our Price** \$46.45

Oil Cooler Feed Pipe



RNI249

Automatic transmission oil cooler feed pipe 3.5L

List \$56.65 **Our Price** \$46.51

Cruise Control Vent Valve



RNI250

Cruise control vent valve

List \$46.74 **Our Price** \$29.95

Extractor Vent

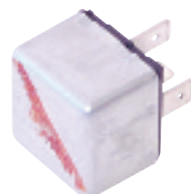


RNI251

RH rear air extractor vent

List \$47.72 **Our Price** \$31.95

EFI Relay and Fuel Pump



RNE671

Relay, main EFI & EFI fuel pump

List \$52.95 **Our Price** \$42.70

Center Console Insert



RNI252

Center console insert

List \$68.64 **Our Price** \$49.86

Stop Lamp Cover



RNE920

Cover for liftgate mounted stop lamp

List \$50.90 **Our Price** \$35.95

Brake Reservoir



RNH681

Brake reservoir assembly for all Range Rover Classic models

List \$88.04 **Our Price** \$34.00

Relay ABS Pump

RNE711

Relay ABS pump, '90-'95

List \$49.00 **Our Price** 29.95

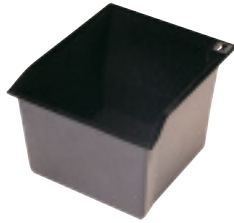
SAVE

On everything CLASSIC

**CLASSIC PARTS****Insert Cubby Box**

RNI253

Insert cubby box, '87-'94, black

List \$62.94 **Our Price** \$32.94**Accelerator Cable Assembly**

RNI288

List \$67.56 **Our Price** \$29.95**Transmission Lever Gaiter**

RNI254

Inner transmission lever gaiter

List \$62.17 **Our Price** \$39.95**Door Seal**

RNI289

L/H front door seal

List \$74.52 **Our Price** \$39.50**Bonnet Decal**

RANGE ROVER

RNB055

Bonnet decal sorrell, brown

List \$62.94 **Our Price** \$34.00**Pressure Switch for Air Suspension**

RND747

Pressure switch for air suspension 1993-1995

List \$99.12 **Our Price** \$29.00**Instrument Cowl Bokhara**

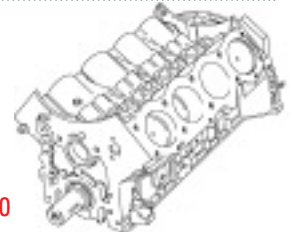
RNI255

Instrument cowl bokhara

List \$65.80 **Our Price** \$45.95**New V8 Short Block**

RNV840

V8 short block w/distributor drive camshaft. Fits all RRC

List \$4299.00 **Our Price** \$3499.00**Courtesy Lamp Housing**

RNI256

Courtesy lamp housing

List \$68.24 **Our Price** \$44.95**Seat Heater Element**

RNI260

Seat heater element '87-'89

List \$71.64 **Our Price** \$51.95**Fuel Filler Flap**

RNI257

Fuel filler flap, '90-'95

List \$68.64 **Our Price** \$49.95**Directional Side Lamp Assembly**

RNI261

Located above wheel arch on early RRC & Defenders

List \$61.65 **Our Price** \$49.95**Front Door Pocket**

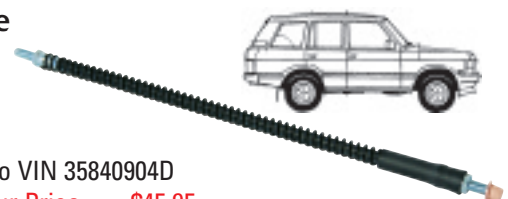
RNI258

Front door pocket, brown

List \$93.20 **Our Price** \$69.95**Brake Flex Hose**

RNI262

Imperial thread up to VIN 35840904D

List \$63.56 **Our Price** \$45.95



Wedded Bliss at Moab

Story & Photos Rick Olsen

[Dr. Rik Olsen, Hastings, MN, left his patients and '60 II-A 88" SW at home but took his '96 Discovery I and his family – Kelly and children Gracie and Dane - to Moab this fall. Here's his story –ed.]

I really thought the Discovery was up to the challenge of Moab. Even though this area is considered a world center for off-roading, I had been kitting-out the Discovery since 2004. It had been to Leadville with the Solihull Society in 2005 and to MAR [*Mid Atlantic Rally*] last year. There have also been the local trips through Minnesota and Wisconsin. I've experienced the usual mix of joy and trouble while improving the truck and my own abilities, I admit I do not pamper the Discovery, but I want to keep her in good shape. The most recent tragedy was the demise of the replacement transmission. Another replacement went in just a couple of days before the drive out.

Getting there was some of the fun as I traveled with Gustaf Kupetz and his 110 NAS, Nate Kennedy, whose Discovery I 5-speed got left behind at home, and Seth Dauphin, who is a rover but has no Rover. Seth would come in handy later as we crossed Colorado. A resident of Moab for almost a year, he had made several trips back and forth. He's snobbish about hot springs. On his advice we avoided several and tried only one, which failed to measure up to expectations. No need to mention its name; suffice to say we now call it the "Nickel and Dime" hot springs. You can figure it out.

The use of my credit card at truck stops and a visit to a truly independent Toyota shop in Grand Junction, CO, finally fixed my CB issues. On arrival into Moab, we separated as the three were staying at the Lazy Lizard Hostel with Doug Evilsizor, the editor of Land Rover Lifestyle magazine. I set up tent at the Canyonlands Campground preparing for the eventual arrival of my family. Then I crossed the street to the Moab Brewery to end the day with my traveling companions from Minnesota and Doug. Some complained about the 3.2% alcohol beer, but I just take it as chance to drink even more yummy hops.

The next day, I was up early to get to the vehicle line up. I had chosen a famous but relatively easy trail called "Fins and Things." I was just giddy to see all of the Land Rovers lined up at the Spanish Arena. I got the tail position since my CB was actually working for the moment and Keith Armstrong took the lead. I had never been on slick rock so the crazy angles and vistas were all new and wondrous to me. The group contained several beautiful examples including a Dormobile and the RHD 109" in stunning blue that looked showroom perfect. There was also about the cutest example of a Land Rover ever, Dave Sticht's blue RHD '64 88" from New Hampshire. He never misses a year. A mother and son team entered in their LR3. I followed a 2.5 diesel 90 and enjoyed the fumes.

Exhilarated by the day's drive in the desert, I still had an evening free before my family arrived, so I joined new friends for a meal at the Moab Brewery. Golly, these fellers have seen some things! I meandered my way back to the tent and had a hard time sleeping. There was some hammering and mild cussing coming from the next site. I couldn't help but get up and see what was wrong. It turns out Scott Brown was having some harmonic balancing problems with his Discovery I. The part had been next day-mailed, but there was still the argument with the wires and tools under the truck in the dark. I grabbed my lantern and gave moral support while Scott lay in the desert sand.

The next day, his Discovery was still not running, so I invited him along with me for the Flat Iron Mesa trail. Our leader was in a FFR [*fitted for radio*] green RHD 90. This was a real challenge for me as the rocks were bigger and the angles tighter. Having Scott along was a great asset. He could run my video camera, hold wrenches when my right rear shock pin sheared off and the spring dislocated, and borrow big wrenches when the sway bar disconnected itself and pummeled my rear brake line. He could calm me when the "Check Engine" light then came on. While helpful, I wondered if maybe he was a bad luck charm.

I was fatigued from the concentration in this type of off-roading and from the late night excitement, so it was great to have Scott drive

for a while. He was glad since he has an automatic and had wanted to try a 5-speed in this challenging environment. There were no further incidents and we were back at the campsite just a few minutes before my wife, Kelly, and kids Grace (8) and Dane (6) arrived in the rental car from Salt Lake City airport. The kids immediately went to the pool with me and Kelly found the red wine and some peace and quiet. All better.

That night, there was the cocktail party and a chance for me to mingle with the forum participants that I see once every 3 years or so and to meet some of the celebrities of our hobby, like Bill Burke and Terri Ann Wakeman. The party was at the Sunset Grill with a gorgeous overlook of the town. We knew it was time to go when the kids were having too much fun. Grace had found a girl gaggle with a penchant for root beer and Dane had found another crazy little boy who also liked making mud holes for the toy Land Rovers with Sprite. It was just too much.

The next day was our only chance to go on a formal trail ride as a family. I dropped off my brood with the Hell's Revenge line up and they drove to the trail head with Heather Armstrong in her Discovery II. This arrangement allowed me to be in the driveway of the auto parts store to swap out the ratchet strap for a replacement rear shock as soon as the shop opened. I caught up with the group while leap-frogging past the second trail group and by the photo-op group. They were probably glad to lose my not so photogenic Discovery with the "custom" front end. Heather was very patient with the kids, but Kelly wanted a little recharging time before we were all together again. She stayed in the luxury of the DII with the wit of Heather while the kids strapped in the back seat of our Discovery for more

crazy angles and vistas and Alice Cooper music. The convoy had some pauses and lunch long enough to get out the remote controlled LR3's from my truck.

On arrival back to civilization, we cooled off in the pool and then headed to the shopping district to look at the kitsch. At the banquet I had the pleasure of sitting next to Jim Hall, another celebrity, and his delightful, tough, and lovely girlfriend, Jennifer. The kids were outside with friends and were relatively unsupervised since the raffle was on. Seth played camp counselor while we otherwise overly protective parents neglected our children in deference to our potentially winning tickets. I certainly came out ahead with a \$50 Rovers North gift certificate. It is already spent toward the electric seat position switch that no longer goes "up" anymore.

We eventually said our goodbyes and located the children. However, they were now reportedly dying of starvation but would only stand for having cheese pizza. A little Italian place with a patio accommodated us. It was there that I gave Kelly the locally made Native pattern necklace, earrings, and bracelet as an anniversary gift. Her gift to me was getting the whole family here for this crazy trip into the desert, and 12 years of wedded bliss.

The Sunday morning brought our sleepy heads out of the sleeping bags. We packed up the rental and set off for our last breakfast together for a few days. Later, they left and I packed up all of the camping gear. I had to get home to get back to work; at least the "Check Engine" light had gone off. It was an amazing trip, but more than looking forward to a return to Moab, I look forward to wheeling with these great folks again.



Peace, Love, Land Rover

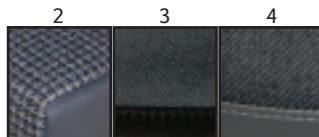
ExmoorTrim™

Authorised Distributor

Visit roversnorth.com

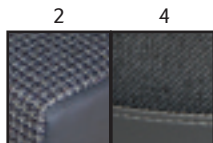
for unbeatable prices on our full line of

ExmoorTrim™



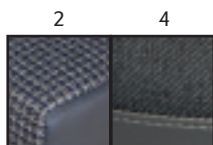
Seat Assembly Defender 90, 110

EX9705	Seat Assembly, RHF, Twill Vinyl	\$ 539.00
EX9721	Seat Assembly, LHF, Twill Vinyl.....	\$ 539.00
EX9710	Seat Assembly, RHF, Moorland.....	\$ 629.00
EX9726	Seat Assembly, LHF, Moorland	\$ 629.00
EX9606NAS	Seat Assembly, NAS, RHF, Car Denim Vinyl..	\$ 569.00
EX9605NAS	Seat Assembly, NAS, LHF, Car Denim Vinyl..	\$ 569.00
EX9718	Seat Assembly, RHF, Black Leather	\$ 795.95
EX9734	Seat Assembly, LHF, Black Leather	\$ 795.95
EX9703	Seat Assembly, RHF, Black Vinyl	\$ 529.00
EX9719	Seat Assembly, LHF, Black Vinyl	\$ 529.00
EX9704	Seat Assembly, RHF, Dark Grey Vinyl	\$ 529.00
EX9720	Seat Assembly, LHF, Dark Grey Vinyl.....	\$ 529.00



Bottom Seat Cushion Defender 90, 110

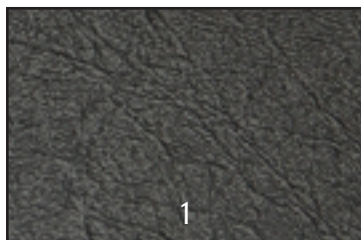
PLF497	Bottom cushion, Driver/Pass, Twill Vinyl	\$ 159.00
PLF495	Bottom cushion, Driver/Pass, Car Denim vinyl.....	\$ 169.00
EX9973	Bottom cushion, Driver/Pass, Black Vinyl	\$ 99.95
EX9974	Bottom cushion, Driver/Pass, Dark Grey Vinyl	\$ 119.95
EX9980	Bottom cushion, Driver/Pass, Moorland.....	\$ 129.95



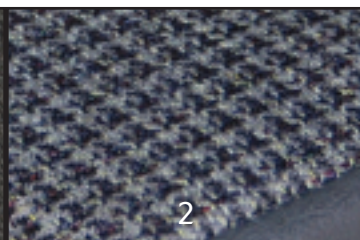
Seat Trim Kit Defender 90, 110

A comprehensive DIY re-trim kit with everything you need to completely reupholster one front Defender seat. Includes new foam cushions and outer upholstery for seat bottom & back. Aerosol adhesive included.

RNA5700	1994 NAS 90, Car Denim vinyl with Black backing. (does not include rear pocket or head rest).....	\$ 229.00
RNA5600	1995 - 1997, Twill vinyl with Grey backing (does not include rear pocket)	\$ 229.00
EX6324	Black Vinyl.....	\$ 179.00
EX6325	Dark Grey Vinyl	\$ 179.00
EX6331	Moorland	\$ 179.00
EX11858	Black Leather	\$ 399.95
EX11859	Grey Granite Leather	\$ 399.95
EX9969	Seat Heater Kits sold in pairs. (includes wiring loom & Hi/Low Switches).....	\$ 229.95



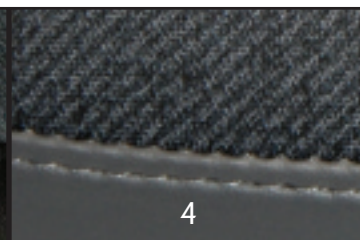
Elephant Hide Vinyl
Used on All Series Models
1959-'67



Moorlands Cloth Faced
Used on NAS Station Wagon
Models 1993 & 1995



Car Denim Vinyl
Used on NAS
Models 1994



Twill Vinyl
Used on 1995 NAS
Soft Top & all 1997 Models



Elephant Hide Vinyl Seats

EX8625	Bottom cushion, Driver/Pass.....	\$ 89.95
EX444	Back cushion, Driver/Pass	\$ 89.95
EX2255	Bottom cushion, Center.....	\$ 89.95
EX2311	Back cushion, Center	\$ 89.95

Elephant Hide Vinyl Seat Set

EX6629	Front Seat Set	\$ 469.00
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Basic Black Vinyl Seats Series II, IIA, III

PLB977	Bottom cushion, Driver/Pass.....	\$ 51.45
PLE353	Back cushion, Driver/Pass	\$ 51.45
PLB710	Bottom cushion, Center.....	\$ 49.00
PLE352	Back cushion, Center	\$ 49.00

Basic Black Vinyl Seat Set

EX6616	Front Seat Set	\$ 279.95
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Deluxe Black Vinyl Seats Series II, IIA, III

PLE286	Bottom cushion, Driver/Pass.....	\$ 68.25
PLF575	Back cushion, Driver/Pass	\$ 68.25
PLE287	Bottom cushion, Center.....	\$ 65.05
PLF576	Back cushion, Center	\$ 65.63

Deluxe Black Vinyl Seat Set

EX11645	Front Seat Set	\$ 398.00
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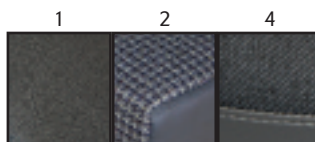


Rear Side Bench Seat, Defender, Series

EX6877	Rear Bench Seat , Elephant Hide Vinyl, Galvanized Frame	\$ 229.00
EX6861	Rear Bench Seat , Black Vinyl, Galvanized Frame	\$ 179.00
EX4198	Rear Bench Seat , Black Vinyl, Black Frame.....	\$ 129.00

Bottom Cushion

PLB708	Black Vinyl	\$ 48.20
EX5948	Elephant Hide Vinyl	\$ 78.50

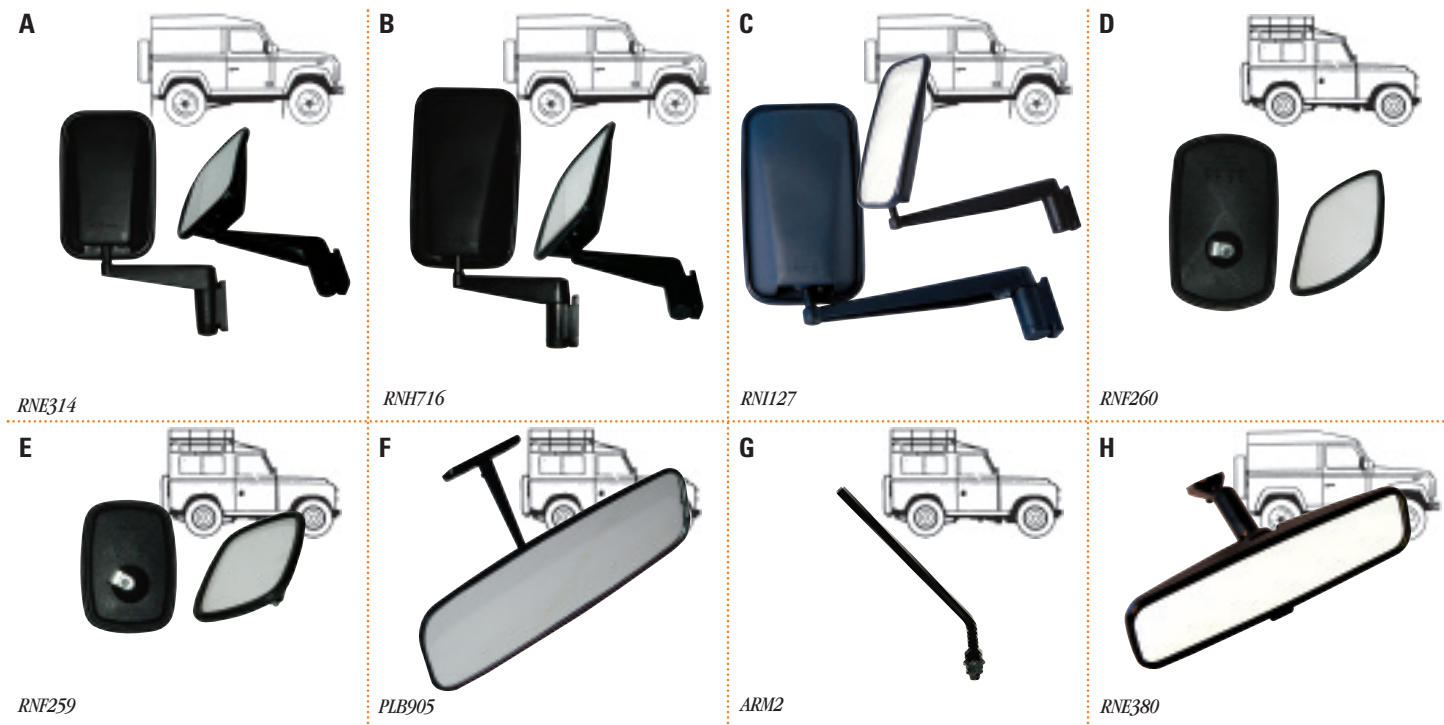


Rear Jump Seat, 90, 109, 110

EX4128	Twill Vinyl	\$ 229.00
EX4126	Black Vinyl	\$ 219.00
EX4133	Moorland.....	\$ 229.00
EX9607NAS	Car Denim Vinyl	\$ 259.00

Rear Jump Seat, 88

RJS1000D	Black Vinyl	\$ 239.95
EX4138	Elephant Hide Vinyl	\$ 229.00



(A) Standard Size Defender Mirror Assembly

RNE314 5" x 8" Convex glass w/ 6 inch long Boomerang Arm.
Also fits all Series II, IIA, III Land Rovers by fitting Defender hinges.
Call for details\$ 39.95

(B) Extra Large Defender Mirror Assembly

RNH716 10" x 6" Convex glass w/ 6 inch long Boomerang Arm.
Also fits all Series II, IIA, III Land Rovers by fitting Defender hinges.
Call for details\$ 54.00

(C) Extra Large Defender Mirror & Arm Assembly

RNI127 10" x 6" Convex glass w/ 11 inch long Boomerang Arm.
Also fits all Series II, IIA, III Land Rovers by fitting Defender hinges.
Call for details\$ 68.00

(D) 6" x 10" Series Mirror Head

RNF260 6" x 10" Convex mirror for Series II, IIA, III\$ 13.99

(E) 5" x 7" Series Mirror Head

RNF259 5" x 7" Convex mirror for Series II, IIA, III\$ 12.50

(F) Series Interior Mirror

PLB905 Series II, IIA, III\$ 14.90

(G) 8 1/2" Mirror Arm

ARM2 Mounts to wing top & IIA hinges with mirror mount
fits RNF259, RNF260.....\$ 14.50

(H) Defender Interior Mirror

RNE380 Rear view mirror, Defender 90,
attaches to windscreen, Genuine\$ 39.90

(I) 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 tailgate lid. Kit includes corrosion-proof aluminum frame pieces finished in matte black. Hardware and instructions included.

PLH514 All-Aluminum Tailgate Lid Kit for
Range Rover Classic\$ 489.00

(J) Don't feel like putting it together yourself? 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

(K) 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.....\$ 1199.00

RNB261 Exterior Handle Assembly (up to JA351032)\$ 199.50

RNB299 Exterior Handle Assembly (from KA351033).....\$ 129.00

www.roversnorth.com



(A) Heated Windscreen Kit for Defender

PLK8521 Our kit includes a laminated DOT heated windscreen, full windscreen seal, Genuine wiring harness with relay, switch & wiring instructions\$ 599.95

Heated Windscreen Kit for Series IIA, III

PLK852 Our kit includes 2 laminated DOT heated windscreens, sealing strips, wiring harness with relay & switch\$ 499.95

Defender & Series Glass**Defender**

PLE299 Glass Windscreen, Clear\$ 199.50
 PLI134 Glass Windscreen, Heated, Tinted\$ 329.95
 PLB049 Glass, Rear Door, Clear\$ 69.99
 PLB054 Glass Heated, Rear Door, Tinted\$ 89.50

Series

PLE319 Glass Windscreen, Clear\$ 59.99
 PLB962 Glass Windscreen, Heated, Clear\$ 199.95
 PLB049 Glass, Rear Door, Clear\$ 69.99
 PLB054 Glass Heated, Rear Door, Tinted\$ 89.50

visit roversnorth.com for our complete selection of glass at these unbelievable prices.

(B) Rovers North Radiator Muffs

This simple accessory makes 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. Features superior materials and construction for improved durability and function.

RNM0001 Early Series II, IIA w/ headlamps in grill\$ 49.50
 RNM0002 Late Series IIA w/ headlamps in wings\$ 49.50
 RNM0003 Series III\$ 49.50
 RNM0004 Defender 90, 110.....\$ 49.95

(C) Superior Quality Fabric Soft Top

Our tops are everything you wanted in a custom soft top for your Defender 90. Constructed with superior quality black fabric; it will not fade, shrink or crack like the originals do. This top will look as good as the day you first put it on, year after year. Superior features include: weather secure door seals, heavy duty zippers, improved visibility, and HD Permaclear windows. The perfect fit on your existing belt rail system ends the headaches of all the stretching and prying and it keeps you happy and dry when the weather is foul. Includes three zip out windows, carrying pack and instructions.

RNA90ST01 1994 - '97 D90 Soft Top\$ 2190.00
 RNE245 1994 D90 Belt Rail Kit*\$ 79.50
 RNE246 1994 D90 Tailgate Bar Kit*\$ 74.00

* The 1994 Defender 90 Soft Top is equipped from the factory with snaps and requires a belt rail and tailgate bar kit to be installed to use this top. 1995 and 1997 Defender 90 Soft top models do not require this kit.

(D) Genuine Land Rover Mud Flaps

RNA652 Range Rover Classic (flap only), Front or Rear (each)\$ 24.50
 RNB307 Discovery I with running boards, Front, (pair w/hardware)\$ 59.90
 RNA648 Discovery I (styled w/logo), Front, (pair w/hardware)\$ 62.95
 RNA649 Discovery I Rear kit, (pair w/hardware)\$ 59.95
 RNB301 Range Rover 38A 4.0/4.6, Front, (pair)\$ 139.00
 RNB308 Range Rover 38A 4.0 / 4.6, '95-96, Rear, (pair)\$ 138.00
 RNB317 Range Rover 38A 4.0 / 4.6, '97-on, Rear, (pair)\$ 139.00
 RND231 Discovery II - RH (flap only), Front or Rear, (each).....\$ 34.99
 RND232 Discovery II - LH (flap only), Front or Rear, (each).....\$ 34.99
 RNF252 Defender 90, 110, Front, (pair)\$ 119.50
 RNK015 Defender 90 NAS, Rear (styled w/logo), (pair)\$ 149.00
 RNK014 Defender 110 All, Rear (styled w/logo), (pair)\$ 99.50
 RNB704 Series 88, 109 Reg, Rear (styled w/logo), (pair).....\$ 69.00





RNTCSBL
Series on Safari
Tire Cover



RNE387
Land Rover Logo
Tire Cover



RNTCRBL
Rhino
Tire Cover



RNTCEBL
Elephant
Tire Cover



(A) Land Rover 88" Series on Safari Tire Cover

RNTCSAL	Tire Cover, 29" standard tire 205/80x16", 235/70x16", 255/75x16" and 255/55x18"	\$ 79.50
RNTCSBL	Tire Cover, 32" large tire 245/75x16", 7.50x16", 235/85x16" and 265/75x16"	\$ 79.50

(B) Land Rover Logo Tire Cover

RNE387	Tire Cover, 29" standard tire 205/80x16", 235/70x16", 255/75x16" and 255/55x18"	\$ 69.50
RNE386	Tire Cover, 32" large tire 245/75x16", 7.50x16", 235/85x16" and 265/75x16"	\$ 69.50

(C) Land Rover Rhino Tire Cover

RNTCRAL	Tire Cover, 29" standard tire 205/80x16", 235/70x16", 255/75x16" and 255/55x18"	\$ 79.50
RNTCRBL	Tire Cover, 32" large tire 245/75x16", 7.50x16", 235/85x16" and 265/75x16"	\$ 79.50

(D) Land Rover Elephant Tire Cover

RNTCEAL	Tire Cover, 29" standard tire 205/80x16", 235/70x16", 255/75x16" and 255/55x18"	\$ 79.50
RNTCEBL	Tire Cover, 32" large tire 245/75x16", 7.50x16", 235/85x16" and 265/75x16"	\$ 79.50

(E) Blackout Kit

The Blackout Kit, bonnet decal for the Discover eliminates the glare from roof mounted driving lamps reflecting of the bonnet. Increased visibility for the driver, this blackout kit is essential for night time off-road driving safety. Land Rover decal sold separate.

PLH622	Discovery II Blackout Kit.....	\$ 69.00
PLH623	Discovery I Blackout Kit.....	\$ 69.00
RNF254	Land Rover Decal as shown	\$ 10.36



*Les Parker of
Rovers North
chose the Series on
Safari Tire Cover for
his '97 Discovery 4.0
5 speed manual*

Build Your Land Rover to Last

Save on New Galvanized Chassis by Marsland



Mark Letorney with John Marsland
at the famous Salt Pie Works
in Whitehough

John Marsland and I have been working together for over 20 years. We share a lot in common, including our passion for Land Rovers. (That is John's 109 restoration project in the back ground) John has developed a number of unique build details for us that are popular with our customers. Our Series chassis feature exhaust hangers fitted for both right and left exit exhaust systems, auxiliary fuel tank mounts, and reinforced front spring horns. Our Defender chassis feature the latest Puma rear cross member with integral hitch fixtures, and reinforced radius arm outriggers. John's chassis are assembled using Land Rover tooling for 100% dimensional accuracy, and then completely hot dipped galvanized for a corrosion free life. Marsland chassis are the best we know of, and we will always offer them at the best price in North America.

(A) Complete Chassis Assembly

88" Series IIA, III

RNE416 Civilian 88" New Galvanized Chassis\$1999.00

109" Regular Series IIA, III, 2.25 ltr

RNE412 Civilian 109" New Galvanized Chassis\$3382.00

109" Station Wagon Series IIA, III, 2.25 ltr

RNE413 Civilian 109" Station Wagon New Galv Chassis ..\$3398.00

109" Station Wagon Series IIA, III, 2.6 ltr

RNH416 Civilian 109" Station Wagon New Galv Chassis ..\$3144.75

90" NAS Defender

RNC878 Nas Defender 90" V8 New Galvanized Chassis ..\$3590.00

110" NAS Defender

RNH710 Nas Defender 110" V8 New Galvanized Chassis \$3995.00

(B) Rear Cross Member Non Galvanized

PLE403 Series II, IIA, III, Rear Cross Member in Black....\$ 249.00

(C) Rear Cross Member Galvanized

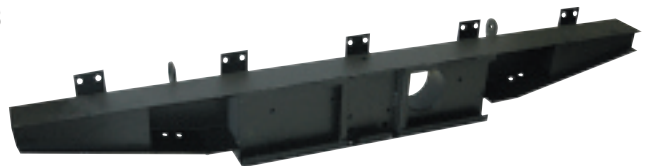
PLH619G NAS Defender 90" Cross Member\$ 369.00

(D) Galvanized Fuel Tank Cradle for NAS 90

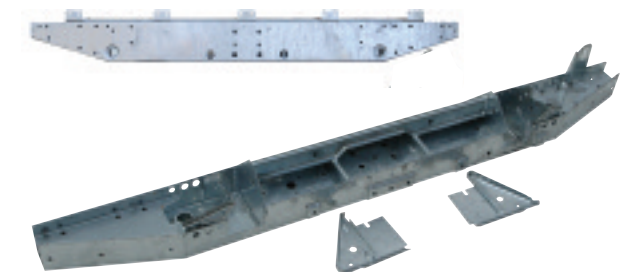
Replace your corroded fuel tank cradle once and for all.

PLE119G NAS Defender 90 Cradle.....\$ 299.00

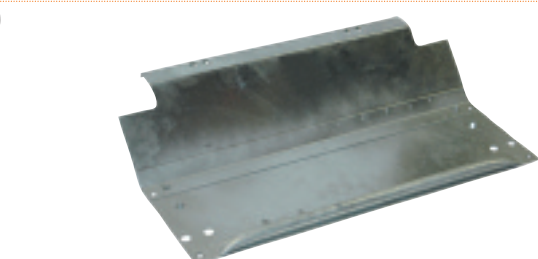
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Leaves Fallin' - Rovers Haulin'

Story by Hallie Vail / Photos by Michael L. Palmieri Photography



[Hallie Vail, Springfield, MA, mixes graduate studies in education with Land Rover studies in off-roading. She took to the woods this fall and had a ball –ed.]

Graduate studies can tie you to the library and really sap your energy. A few New England events, alongside group trail riding in late summer, jerked me back on track to living and breathing Land Rover.

Rewind several months - I hadn't done much "rovering" since Winter Romp 2008 in February. At that event, I made it 30-feet along the trail when I shattered the rear differential of my Range Rover Classic. Not to worry, it was a quality learning experience scooping shards of metal out from the pig and we always find ways to thoroughly enjoy Winter Romp.

Fast forward to late summer – still not much to tell. Extra classes and a broken hand delayed off-road activity although the

suicide knob on our '97 5-speed Discovery proved my claw-cast could be of some use. With classes over and two functioning extremities, I headed home for some much needed family and Rover time. First on the list was a weekend trip to Rangeley, where our southern Maine crew met up at Chip Perkins' camp for some off-roading. Overall, it was a quiet weekend with scenic day trips and not-soon forgotten nights. However, I did manage to set off my inertia switch twice on the relatively calm roads and my brother Nate, traveling with his friend Evan Allen, fought a fire under the hood in another family Rover. Here's a tech tip: when you rebuild your engine, be careful where your ignition wires run because if they're too close to the exhaust manifold, melting can occur. Don't ask me how I know.

Autumn saw me back in the library and the classroom. It was not long before I started crossing off days, anticipating the All Metal Dash event and the Bay State Rovers' Fall Heritage weekend.

The All Metal Dash, organized and hosted by Don Flye on his land in Petersham, MA, brought together a sizeable group of enthusiasts. It's aimed at the Series I, II and II-A owners [*thus its name*], but every Rover enthusiast was welcome. I admit, I'm the first to announce how much I adore trail time, but All Metal Dash was a learning experience I'd like to encounter more often.

The September weekend included tech sessions by Rovers North's Les Parker, Forrest Clifford and Al Richer, trivia with everything from the gear ratios on a 101, to what year Rovers had an aluminum bulkhead (Les Parker insisted it was 1952 when Rover ran out of steel bulkheads for a while), and an obstacle course along with other contests.

It seems nearly every day is a tech session when owning Land Rovers. Over the weekend, Lars Sjulander had to fix a fuel leak and replace a hose. Mark Libby suffered on the ride home first with a failed fuel pump in Lowell, MA, and then breaking a connecting rod in the engine.

The Vail compound is in Cumberland, ME, where as usual there were non-stop projects underway in an effort to get ready for Fall events. Matt Hawkes upgraded his yellow Defender 90 with a 200 Tdi conversion (I still can't decide what catches my eye more - my dream truck or my dream man?). At 2:00 am, Evan Allen also had his rig in the barn while he tried to rebuild his slave cylinder just before the scheduled departure for the BSROA Fall Heritage in

New Hampshire. I remained unsuccessful in convincing my father, Bob Vail, to upgrade my Rover to 35-inch tires.

In October, a convoy from Maine left for the Fall Heritage event. The crew consisted of three green Discovery I 5-speeds (representing the Vail clan), Jeff Porch's white Disco, newly equipped with 38-inch boggers, Matt Hawkes' rugged '59 Series II, and Matt Browne's blue Range Rover Classic. Evan Allen became my co-pilot when his early morning ministrations failed.

Thanks to the leadership of Adam Check and Peter Janney, the caravan headed to New Hampshire for a brilliant day of trail riding. It had been a wet fall, so no one was surprised when a deep mud hole hung up the convoy as we took turns working through the trail. Great weather yielded a perfect experience and satisfied my craving for more Rover time. In general, there were no significant problems but we Vails just seem to attract trouble. Nate Vail bent his steering rod so badly that his wheels visibly pointed outward. A few of us marveled and took guesses how it happened while he and my father used the winch to work it "straight." The mud even came home with me to Maine; I found mud throughout the engine compartment and a soaked air filter. The solution - a snorkel!

This is a great time to send special thanks to those who set up these events, regardless of where they are in North America. Everyone who organizes off-road events provides a wonderful service to enthusiasts. As for me, I send much love to everyone I've seen over the past few months as I return to my studies. Hopefully, I won't have to wait till Winter Romp 2009 to have more fun!



(A) 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"	.....	\$ 79.90
XT605	60"	.....	\$ 89.90

(B) All Cast Iron Jacks

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	60"	.....	\$ 64.00
HL485	48"	.....	\$ 59.00

(C) Cast & Steel Jacks

Cast and Steel Jack

HL424	42"	\$ 55.00
HL364	36"	\$ 53.95

(D) Hi-Lift Repair Kit

FK1	Repair Kit.....	\$ 13.60
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(E) Hi-Lift Polyurethane Securing Ring

Secures the handle to the jack so that they do not separate while you are storing or transporting your jack.

RNA9113	Hi-Lift Securing Ring.....	\$ 9.95
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(F) 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.....	\$ 25.00
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(G) 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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(H) Hi-Lift Jack Adapter

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.

PLA908HL	Hi-Lift adapter.....	\$ 59.00
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(I) 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.

ORB	Jack Base.....	\$ 34.95
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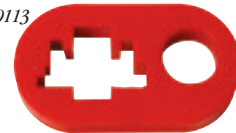
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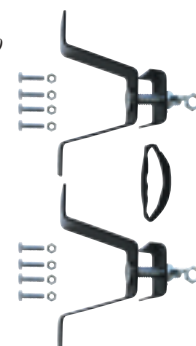
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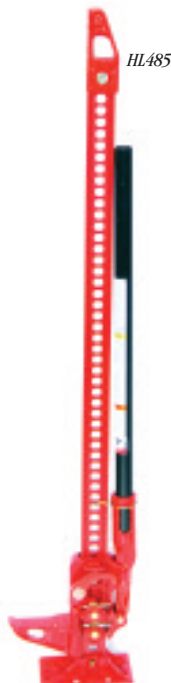


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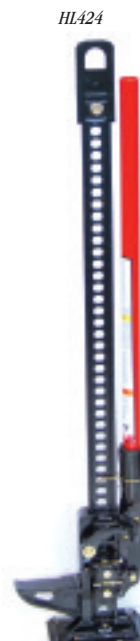


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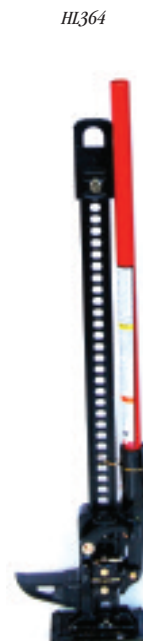


HL485

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HL424



HL364

C



Don't Settle for an imitation... The Difference is quality

With over 100 years of quality, the Hi-Lift Jack is a rugged, highly versatile jack that puts you in command of situations requiring lifting, pushing, pulling, winching and clamping. Although light in weight and easy to maneuver, the Hi-Lift Jack offers a rated capacity of 4,600 lbs and a tested capacity of 7,000 lbs. Only Hi-Lift Jacks are made with two-piece handle and a socket design that is built for extended life. Cheaper imitations use a one-piece design that bends easily if lateral pressure is applied while lifting a load. Hi-Lift jacks are designed to help you survive in the most demanding situations - whether you are in the Moab desert canyons, the Welsh Mountains, the Amazon jungle, or the farmlands of Indiana. With a full range of specially designed accessories, the Hi-Lift jack is just about the most versatile piece of off-roading/farm/auto recovery equipment you can buy. When it's a heavy-duty situation, the tool had better be a Hi-Lift!

Hi-Lift Specifications

- Approximate weight: 30lbs
- 4,660 lbs rated capacity
- Climbing pins of specially processed steel with 125,000 PSI tensile strength and 100,000 PSI yield.
- Steel bar is manufactured of specially rolled extra high carbon steel with 80,000 pound minimum tensile & carbon .69 to .82
- Steel Handle of 14 gauge high-yield structural tubing with minimum yield of 55,000 PSI

Hi-Lift Features

- Every Jack comes complete with an adjustable top clamp/clevis for use in clamping and winching
- Safety bolt is designed to shear at 7,000 lbs
- For speedy disengaging, lifting unit automatically drops when load is removed
- 4 1/2" long lifting nose for positive contact with load
- Steel bar can be reversed for extra long life
- Low pickup of 4 1/2"
- 28 inch square base plate

H

PLA908HL



I

ORB





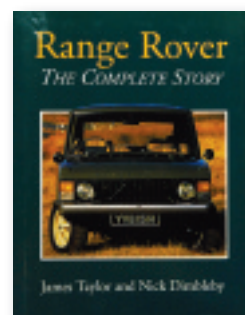
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BOOK24



BOOK29



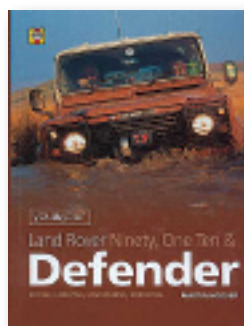
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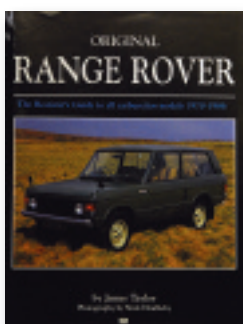
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BOOK54



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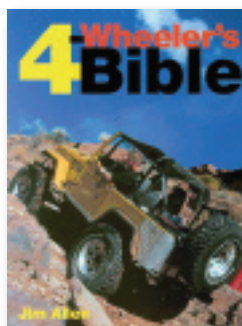
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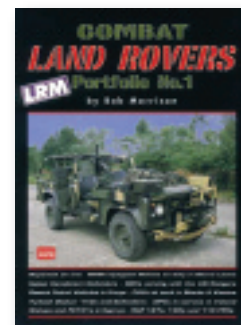
BOOK58

Books

4757	Handbook 3/4 Ton 24v, Series IIA 109"	\$ 29.00
BOOK24	Restoration Manual, Series I, II, & III	\$ 32.50
BOOK29	Defender 90/110 Service Guide	\$ 31.45
BOOK44	The Complete Story of Range Rover by James Taylor	\$ 38.85
BOOK4624	Handbook EX-MOD IIA, 24 Volt	\$ 12.50
BOOK48	Range Rover Classic Restoration Manual	\$ 32.50
BOOK49	You & Your Defender by Martin Hodder	\$ 29.00
BOOK53	4-Wheeling Southern Colorado The San Juans	\$ 14.16
BOOK54	Original Range Rover, Carburated Vehicle '70-'86	\$ 36.75
BOOK55	4-Whelling Central Colorado by Wayne W. Griffin	\$ 9.50
BOOK57	Restorations Manual, Defender 90/110	\$ 34.60
BOOK58	Land Rover Simply the Best by Martin Hooder	\$ 31.45
BOOK59	4-Wheeler's Bible by Jim Allen	\$ 31.45
BOOK61	Combat Land Rovers Portfolio No. 1 by Bob Morrison	\$ 24.10
BOOK62	Land Rover Series One to Freelander by Graham Robson	\$ 36.70
BOOK64	Range Rover The First Generation	\$ 31.45



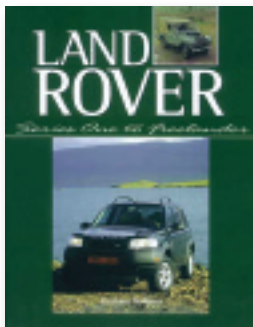
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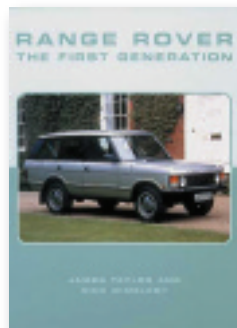
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BOOK65	You & Your Land Rover Discovery by Dave Pollard	\$ 31.45
BOOK66	Land Rover Gold Portfolio, 1948-1971	\$ 24.95
BOOK68	Off-roader driving by Tom Sheppard	\$ 29.99
BOOK69	You & Your Range Rover by Dave Pollard	\$ 24.95
BOOK70	Haynes Extreme Discovery The definitive guide to modifying	\$ 31.45

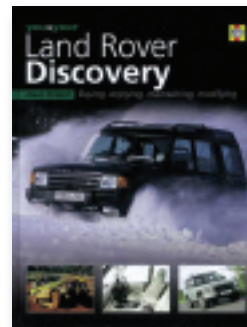
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BOOK62



BOOK64



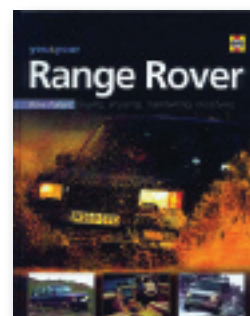
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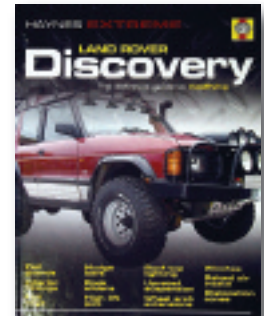
BOOK66



BOOK68



BOOK69



BOOK70

Manuals

RNC143	Workshop Manual Series I 1948-'58.....	\$ 64.00
RNI184	Owners Manual Range Rover 1970-'81.....	\$ 25.00
RNC634	Owners Manual Series III 1972-'81.....	\$ 43.10
RNI185	Parts Manual 101 Forward Control.....	\$ 61.95
RNH659	Shop Manual Range Rover Classic 1970-'85.....	\$ 69.00
RNC816	Workshop Manual Series III 1972-'85.....	\$ 56.65
RNI186	Owners Manual Supplement Series III & 109V8...	\$ 12.50
HAYNDIS	Haynes Manual Discovery 1989-'98, 3.5 & 3.9L.....	\$ 31.24
HAYNP	Haynes Manual Series II, IIA & III 2.25 Petrol.....	\$ 34.95
WSMDF93-95	Workshop Manual Defender 90/100 1993-'95.....	\$ 89.25
WSMRR92-94	Workshop Manual & Binder Range Rover 1992-'94.....	\$ 152.25
WSMRR95	Workshop Manual Range Rover Classic 1995.....	\$ 152.25
RWM300	Workshop Manual 300 TDI 1995-'02.....	\$ 54.02
REM097	Electric Troubleshooting Discovery I 1997-'99.....	\$ 166.95
WSMDS94-98	Workshop Manual & Binder Discovery I 1994-'98.....	\$ 152.25
WSMDEF98	Workshop Manual & Binder Defender 90/110 1998 ROW.....	\$ 156.45
RWM038	Workshop Manual Range Rover P38A 1995-'02.....	\$ 144.38
RNI187	Manual Electric Troubleshooting Range Rover P38A 2000-'01.....	\$ 160.00
RNI188	Workshop Manual Defender 90/110 TD5 1999-'05.....	\$ 120.75
RNE250	Owners Manual Series IIA.....	\$ 32.81
RNI189	Repair Manual 101 F.C. Ex Military.....	\$ 52.39
RNF256	Parts Manual Series IIA.....	\$ 61.43
RNF257	Parts Manual Series III.....	\$ 61.43
RNI190	Parts Manual Range Rover Classic up to 1985.....	\$ 72.01
WSMDSII	Workshop Manual & Binder Discovery II.....	\$ 204.75
WSMRR38A	Workshop Manual & Binder Range Rover P38A.....	\$ 204.75
RNC818	Workshop Manual Series IIA 1959-'71.....	\$ 99.23
HAYNR	Haynes Manual Range Rover Pre 1992.....	\$ 28.30
RWM380	Repair Manual Gear Box 5 Speed Manual 1995-'02.....	\$ 32.61
RWM806	Manual V8 Overhaul 4.0/4.6 Litre 1995-'02.....	\$ 32.61
REM196	Manual Electrical Trouble Shooting Range Rover P38A.....	\$ 144.38
RWM230	Manual LT230T Transfer Box 1993-'98.....	\$ 32.61

RWM330	Manual LT230Q Transfer Box 1993-'98.....	\$ 32.61
REM197	Manual Electrical Trouble Shooting Range Rover P38A 1997-'98.....	\$ 143.85
RNF258	Parts Manual Optional Equipment Series IIA, III ..	\$ 40.95

• CD Parts Manual • Workshop Manual

• Owners' Handbook • Supplementary Information

NOTE: CDs are compatible with the following setup ONLY

- Windows XP with Adobe Acrobat 7.0 or earlier.

LHP1	Range Rover Classic, 1970-'85.....	\$ 24.50
LHP2	Range Rover Classic, 1985-'95.....	\$ 24.50
LHP3	Discovery I, 1989-'94.....	\$ 24.50
LHP19	Series I, 1948-'58.....	\$ 24.50
LHP20	Series II, 1958-'61.....	\$ 24.50
LHP21	Series IIA & IIB, 1961-'71.....	\$ 24.50
LHP22	Series III, 1971-'85.....	\$ 24.50
LHP23	88 Half Ton Military, 1968-'84.....	\$ 24.50
LHP24	101 One Ton Military, 1975-'78.....	\$ 24.50
LHP25	Defender 90, 110 & XD Military, 1984-'99.....	\$ 24.50
LHP26	Defender 90, 110 & 127, 1983-'89.....	\$ 24.50
LHP27	Defender 90, 110 & 130, 1990-'98.....	\$ 24.50
LHP28	Defender 90, 110 N.A.S., 1993-'97.....	\$ 24.50
LHP29	Range Rover Classic N.A., 1987-'95.....	\$ 24.50
LHP32	Discovery I, 1994-'98.....	\$ 24.50
LHP33	Discovery I N.A., 1994-'99.....	\$ 24.50



LHP2



LHP28



Born Free Redux

The Cape Crusades - Part IV

Story & Photos by Louise Orlando and Andrew Barbour

When the Ugandan border guard stamped our passports to make our escape from Zaire complete, we kissed the ground - literally. Freed from the mud, bugs, and cloying jungle of the Ituri rainforest, our spirits took wing again. Ahead lay the fabled Mountains of the Moon and Uganda, once described by Winston Churchill as the “Pearl of Africa.”

After a month in Zaire, we were physically and mentally exhausted. We decided to recharge our batteries at Lake Mburo, one of Uganda's lesser-known national parks. It consists of classic African grassland, dotted with thorn trees and thickets of scrub. At its center lies Lake Mburo itself, home to crocodiles, a large hippo population, and myriad birds. We set up camp on the banks of the lake, pulled out our lawn chairs and kicked back. We were the only visitors in the park.

Over the next 10 days, herds of zebra, antelope, and Cape buffalo flowed past the tent, a moveable feast for eyes tired of bogholes and rotted bridges. At night, we could hear the animals grazing just feet from the tent, their teeth cropping the sweet grasses. Even the threat of being trampled to death in our tent by a two-ton hippo could not persuade us to move our camp. And when a rifle-toting ranger stopped by to warn us that he had seen leopard tracks near the camp, it served only to increase our excitement. This was how we had imagined our trip—the Africa of Born Free, with us in our Series II Land Rover watching game on the golden savannah.

We moved on only when our bodies reinvigorated and our supplies were exhausted. From Lake Mburo, we headed north to Murchison Falls, a much larger national park that lay close to the border with Sudan. Here, on its winding course from Lake Victoria to Egypt, the mighty Nile is forced into a narrow gorge before crashing down Murchison Falls. Only the southern

[Louise Orlando and Andrew Barbour, Cape Charles, VA, took their 1960 Series II from London to Capetown 16 years ago. This is the final chapter in their remarkable trip —ed.]



portion of the park was open. The Lord's Resistance Army, a loony-tune rebel group led by a man who believed that he was immune to bullets, was active on the other side of the river, making it too dangerous to explore further north.

We arrived at night and, once again, we were the only campers in the entire park. A ranger directed us to our campsite. While we could hear the water, we could see nothing. When we awoke the next morning, the view simply stole our breath away. We were right on top of Murchison Falls. To the east, the Nile was several hundred feet wide; directly in front of us, the river narrowed to a mere 20 feet. The water raced through this gap with unimaginable power before cascading over the falls. A billowing cloud of spray surged up the cliff face as the river slammed into the rocks below.

A small dirt trail led through the bush to some rock pools above the falls, with stunning views over the Ugandan lowlands and the Nile. We spent an afternoon doing laundry in one of the pools, drinking in one of the most spectacular sights in Africa while picking out the dark shapes of giant Nile crocodiles patrolling the river below.

The next day, after a spectacular boat ride on the river, we headed back to our camp. We drove slowly—as you must if you want any chance of spotting camouflaged animals—looking for telltale movements in the bush. As far as we knew, there were no more than a handful of visitors in the entire 1,500-square-mile park.

Imagine our surprise when a Land Rover Defender came barreling around a curve in the track, red dust billowing in its wake. The driver saw us, swerved expertly, and hit the brakes. He was a young, powerful white man who, tellingly, carried a pistol in a shoulder holster. Lowering his window, he explained in an English accent that another Land Rover had rolled a mile further up the road and now lay on its side. He was on his way to find help. We offered our services, but he dismissed our Series II 88" with a wave off the hand and shot off in a cloud of dust.

Cresting a small rise, we arrived at the scene of the accident. Sure enough, a white Defender 110 lay on its side, blocking the track. An older couple, both in their 50s, sat on the edge of the road, looking pale and shaken. Another young man, as powerfully built as the one in the earlier vehicle, stood in the track. He, too, carried a holstered weapon. Fortunately, no one appeared hurt.

“The older couple was none other than the British High Commissioner to Uganda and his wife. The two bruisers were their “mindere,” otherwise known as bodyguards.”

The older couple was none other than the British High Commissioner to Uganda and his wife. The two bruisers were their “mindere,” otherwise known as bodyguards. The minder explained how he had been driving, caught a wheel in a deep rut, and flipped when he tried to correct. The guy must have been traveling at extreme speed to flip a Land Rover like that.

We introduced ourselves and offered to right their Land Rover. When they expressed their doubts, we told them about our experience using the winch and that seemed to convince them. We identified a good hook-up spot for the winch--on the underside of the chassis, midway along the Defender but as

close to the upper side as possible. We wanted to avoid a situation where we simply dragged their vehicle along the road. Fortunately, it appeared that the Defender's wheels would catch on the very same rut that had proved its undoing, giving us a fulcrum by which to rotate the car.

Positioning the Land Rover was the trickiest part, requiring that we scale the side of the track, which lay below the level of the surrounding land, and then turn around in thick bush to bring our winch to bear. With thorn scrub scraping our flanks, we performed a five-point turn and prepared for action.

Moving like an experienced AAA team, we spooled out the winch cable and attached it to their chassis. We chocked our wheels, set the brake, and then assumed our positions--Andrew in the car controlling the throttle, and me on the hood with the winch lever. Andrew cranked the engine and I started reeling in the cable slowly. As the cable tightened, we could hear our engine take the load. The Defender shifted slightly as its two wheels snuggled in tightly against the ruts. Slowly, the car started to rise, its coil springs groaning and creaking. Using the winch lever to control the rate of rise, I gradually brought the Defender to the tipping point. I wanted to give it as soft a landing as possible. The minder had the same idea, preparing to ease the vehicle down with sheer muscle power. It was his second dumb idea of the day, but at least he didn't get hurt. The Defender balanced briefly and then crashed down onto its four wheels. It bounced impressively, before settling on an even keel. The car wasn't even damaged!

The High Commissioner strode over, shook our hands, and thanked us profusely. “I can't believe it—rescued by the Americans again!” he said with a smile. “I'm glad to see that you're driving a Land Rover at least.” We headed back to our campsite feeling really quite chuffed with ourselves. The antique cavalry had done it again!



The next day, to celebrate the rescue, I decided to make a pie, a culinary challenge I had not yet attempted in our camp kitchen. While we were in West Africa, a Peace Corp volunteer had showed me how to build a makeshift oven using sand and a wok. I had picked up a bunch of rhubarb at a little market outside the park, so I figured a rhubarb crumble would fit the bill.

The experiment was a great success judging by the sweet smells that wafted down to us as we washed yet more clothes in our aerie overlooking the falls. We were back up at our campsite pinning up socks and underwear when a Land Rover pulled up alongside our tent. Our hearts fell. Couldn't these campers find another spot? Out popped some familiar faces—the High Commissioner and his wife, along with two other friends. They had made the journey to our camp simply to thank us again.

They were absolutely astonished to discover that I was baking a pie in the middle of the bush, and it didn't take much to convince them to stay for tea. By the time they drove away two hours later, we had invitations to stay at the British High Commission in Kampala and at the home of the head of the World Bank in Uganda! In a matter of days, we were doing the rounds of parties and dinners in Kampala, our much-celebrated rescue of the High Commissioner making some amends for our shabby clothing and dog-eared shoes.

Between our experiences at Lake Mburu and Murchison Falls—and on the Kampala cocktail circuit—we felt as if we had made the full transition between West and East Africa, between the old colonies of the French and those of the British. In West Africa, our interest lay primarily in the colorful, vibrant culture; in East Africa, animals and the beautiful landscape took precedence—with a few colonial-style parties between safaris!



We spent the next two months tooling around East Africa in search of large game. We found it in far-off places such as Lake Turkana, in Kenya's far north, where the water was a deep emerald green, the Nile crocodiles improbably huge, and the surrounding land a desolate moonscape of boulders and rock.

In Tsavo, we fell asleep in our tiny tent listening to the roars of a pride of lion that we hoped was further away than it sounded. At Lake Nakuru, we camped near soda lakes teeming with flamingoes. Then there was Tanzania's Ngorogoro Crater, an enormous natural cup of staggering beauty, filled with rhino, giraffe, wildebeest, leopard, and lion. At Liwonde National Park in Malawi, where poaching had become a problem, we were chased by a herd of irate elephants that burst out of the thick bush next to the car with every intention of flattening us. We combined our game experiences with some beach R&R at Malindi and Zanzibar, but we slowly followed the Rift Valley south toward our goal.

It was only when we were on the point of leaving Malawi that our faithful Series II faltered. As we negotiated a rocky



track on a steep hillside, our rear differential shattered. We could hear sheared metal and debris grinding inside the casing. We stopped and chocked the wheels as best we could on the severe incline. Andrew shimmied under the car, while I prayed that the Land Rover wouldn't jump its chocks. In 30 minutes Andrew had removed the rear prop shaft, stowing it in the back of the Landie. He then engaged four-wheel-drive while I removed the chocks and climbed in. The rear differential still made ugly noises, but the car was moving again and she carried us the three miles back to our campsite.

We were fortunate that we hadn't been in Zaire or in the rocky wastes of Lake Turkana, since we no longer carried a spare differential. Instead, we were on the shores of Lake Malawi, at a comfortable travelers' lodge with cold beer in our reach. Even better, we learned later, was the fact that a police depot was just a few miles away, with a whole bunch of old Land Rovers.

Maybe we should have been a little suspicious when the bartender offered to get us a spare differential, but you take

your breaks where you can get them. The next day, an old differential found its way to us for \$20. It, too, was inoperable, but we now had all the parts needed to rebuild our diff. There were only two problems: The diff had been stolen from the Malawian police and, more importantly, we had never rebuilt a diff before.

Out came the factory manual, by now well thumbed and greasy. Again, we worked our way through the instructions, slowly completing the most complicated repair we had attempted so far. The manual called for us to mark the gears to help us mesh them together properly. A pen couldn't do the job.

Finally—and most reluctantly, I can tell you—I came to the realization that my favorite lipstick was all we had. Not just my favorite lipstick—my ONLY lipstick. Clinique's Blushing Nude. I figured we could mark the gears with a little lipstick and then turn them. Wherever they rubbed would end up with a bit of Blushing Nude. Believe it or not, Andrew had made plenty of noise about me bringing something on our trip as



useless as lipstick—so I had hidden it. Now, we had a definite need for it, not to mention an opportunity for me to show off. Still, I hesitated to use my only tube on the car.

We must all make sacrifices. I applied it to my lips for the third and last time (remember, Kampala cocktail parties?) and then began marking up the gears. It was a brilliant idea, thank you very much, and, much to the amazement of the Africans watching, I was able to adjust the differential perfectly. And which Malawi policeman would ever expect to find a Blushing Nude on his differential?

By the time we arrived at the house of Andrew's brother in Johannesburg, we had both run out of gas (and lipstick). A year of living in our SWB Land-Rover had taken its toll, and we were ready for a break. I think our Landie felt the same way. She broke down repeatedly in a matter of days, as if she were aware that the hard stuff was behind her. After surviving the wilds of Zaire, it was embarrassing to break down in the parking lot of the Sandton City Mall in Johannesburg (Andrew had to buy a screwdriver in a hardware store since he had removed our toolkit from the car).

Two days later, we pulled into the driveway of Andrew's childhood friends, only to have the dashboard burst into flames. That's right, flames. We saved the car only through the quick use of our fire extinguisher. Needless to say, the wiring was toast. We spent two days rewiring the car from front to back.

It was now time to bring this particular adventure to an end. And the only way for that to happen was to complete our

trip to the bottom of Africa. While tourist guides like to pretend that Cape Point, near Cape Town, is the southernmost point in Africa, the truth is that the continent ends at Cape Agulhas, a bleak peninsula about 100 miles east, where the Indian and Atlantic Oceans officially meet.

On a cloudy day, reminiscent in many ways of San Francisco, which we had left a year before, we arrived at the tip of Africa. We had traveled about 25,000 miles, many of them over tracks that boggled the mind, and tested us—and our Land Rover—to the max. Along the way, we collected a lifetime of memories and adventures that we still talk about regularly.

We popped a bottle of champagne at Cape Agulhas. We could drive no further. Andrew reached into his pocket and pulled out a ring. "After six years together, it looks as if I've run out of road," he said. "Will you marry me?" What can a girl say in a situation like that?

Celebrations aside, it was time for us to face reality. We had been traveling for more than a year and we had run out of money. In fact, we didn't even have the cash to fly back to the United States. With heavy hearts, we did what we had to do: We sold our beloved 1960 Series II. It was heart-rending, but we took solace from the fact that the buyers intended to drive it all the way through Africa again—doing just what Land Rovers are supposed to do. Saying goodbye to the old girl left a void in our lives until four years ago, when Andrew bought a 1962 Series II-A 88". Same color, same smell. Same everything. The only question that we—and our two children—must now answer is: "Where next?"



(A) Heavy Duty Springs & Pro Comp Shock Kits

Designed for owners wanting the most suspension lift possible without modifications. Depending on added weight to your vehicles our 2 inch lift kit will raise your Land Rover approximately 2 inches over factory ride height.

Good on-road, great off-road. Includes 4 Procomp shocks & ProLine springs.

Defender 90 1984 - 2002

RNK450	Standard Duty.....	\$ 499.00
RNK451	Heavy Duty.....	\$ 499.00

Defender 110 Station Wagon 1983 - 2002

RNK452	Heavy Duty.....	\$ 499.00
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Discovery I 1994 - 1999

RNK453	Standard.....	\$ 499.00
RNK454	Heavy Duty.....	\$ 499.00

Range Rover Classic 1987 - 1993 coil spring

RNK455	Standard.....	\$ 499.00
RNK456	Heavy Duty.....	\$ 499.00

(B) Old Man Emu Heavy Duty Springs & Shock Kits

For owners using oversize tires combined with heavy duty bumper/winch combinations and extra vehicle equipment. Designed for heavy duty off-road use.

Will raise vehicle approximately 1.5 inch. Great off-road, stiff on-road.

Includes 4 OME shocks & OME springs.

Defender 90 1984 - 2002

OMED90K1	Standard Duty.....	\$ 695.00
OMED90K2	Heavy Duty.....	\$ 695.00
OMESD32	Steering Damper.....	\$ 79.90

Defender 110 Station Wagon 1983 - 2002

OMED110K1	Standard Duty.....	\$ 695.00
OMED110K2	Heavy Duty.....	\$ 695.00
OMESD32	Steering Damper.....	\$ 79.90
OMED110RK1	Standard Duty.....	\$ 695.00
OMED110RK2	Heavy Duty.....	\$ 685.00
OMESD32	Steering Damper.....	\$ 79.90

Discovery I 1994 - 1999

OMEDS1K1	Standard.....	\$ 695.00
OMEDS1K2	Heavy Duty.....	\$ 695.00
OMESD11	Steering Damper.....	\$ 79.90

Discovery II 1999 - 2004

OMEDS2K1	Standard.....	\$ 689.00
OMEDS2K2	Heavy Duty.....	\$ 689.00
OMESD02	Steering Damper.....	\$ 79.90

Range Rover Classic 1987 - 1993 coil spring

OMERRK1	Standard.....	\$ 695.00
OMERRK2	Heavy Duty.....	\$ 695.00
OMESD11	Steering Damper.....	\$ 79.90

(C) Genuine Heavy Duty Springs & Bilstein Shock Kits

Perfect for vehicles running factory tire sizes with a moderate appointment of off-road equipment – not exceeding manufacturer's gross vehicle weight.

Includes four Bilstein shocks and four Genuine Land Rover heavy duty springs.

Will raise vehicle approximately 1 inch. Great on-road, good off-road.

Defender 90/110 1983 - 2002

RNK5201	Defender 90, without winch	\$ 599.90
RNK5211	Defender 90, with winch	\$ 679.00
RNK5202	Defender 110, with or without winch	\$ 599.00
RNA235	Bilstein Steering Damper	\$ 84.95

Discovery I 1994 - 1999

RNK5203	Discovery I, without winch.....	\$ 679.00
RNK5213	Discovery I, with winch	\$ 679.00
RNA245	Bilstein Steering Damper	\$ 79.95

Discovery II 1999 - 2004

RNK5208	Discovery II, with winch	\$ 839.00
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Range Rover Classic 1987 - 1993 coil spring

RNK5204	Range Rover Classic, 100" without winch.....	\$ 679.00
RNK5214	Range Rover Classic, 100" with winch	\$ 679.00
RNA245	Bilstein Steering Damper	\$ 79.95

A



B



C



(D) Pro Comp ES 9000 Shocks

For Discovery I, Range Rover Classic & 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.....	\$ 189.00
PCS9050	Range Rover Classic 1970-1993 with coil suspension front and rear shock set.....	\$ 189.00
PCS9020	Defender 1983-1998 front and rear shock set.....	\$ 189.00

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	\$ 189.00
PCS3109	109" front and rear shock set	\$ 189.00

Steering Damper

PLS122	Series II, IIA, III, 88", 109", Range Rover Classic and Discovery I	\$ 44.50
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(E) 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.

Series 88" & 109" 1958 - 1984

OMESK109	109" Set of four shocks	\$ 359.00
OMESK88	88" Set of four shocks	\$ 359.00
OMESD11	88 and 109 Steering Damper	\$ 79.90

Defender 90/110 1983 - 2002

OMESKDEF	Set of four shocks	\$ 349.00
OMESD32	Steering Damper	\$ 79.90

Discovery I 1994 - 1999

OMESKDS1	Set of four shocks	\$ 349.00
OMESD11	Steering Damper	\$ 79.90

Discovery II 1999 - 2004

OMESKDS2	Set of four shocks	\$ 359.00
OMESD02	Steering Damper	\$ 79.90

Range Rover Classic 1987 - 1995

OMESKRRR	Set of four shocks	\$ 349.00
OMESD11	Steering Damper	\$ 79.90

(F) 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 1983 - 2002

RNA243-4	Set of four	\$ 329.00
RNA243-5D	Set of four (includes one Damper)	\$ 429.00
RNA235	Steering Damper	\$ 84.95

Discovery I 1994 - 1999

RNA243-6	Set of four	\$ 329.00
RNA243-7	Set of four (includes Damper)	\$ 399.00
RNA245	Steering Damper	\$ 79.95

Discovery II 1999 - 2004

RNA6046-7	Set of four	\$ 399.00
RNA246	Steering Damper	\$ 89.95

Range Rover Classic 1987 - 1995

RNA243-4	RR Classic w/coil springs (set of four)	\$ 329.00
RNA243-5	RR Classic (Set of four + damper)	\$ 399.00
RNA2152-3	RR Classic LWB w/air susp (set of four)	\$ 369.00
RNA245	RR Classic, Steering Damper	\$ 79.95

Range Rover P38A 1999 - 2002

RNA2214-5	Set of four	\$ 399.00
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D



E



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 Pro Comp Nitro Gas Shocks, or OME Nitrocharger shocks.

(A) Balanced Parabolic Spring Kits with Pro Comp Shocks

RNK112388PC	2 leaf front & 3 leaf rears, 4 PC shocks, for 88".....	\$ 849.00
RNK1123109PC	2 leaf front & 3 leaf rears, 4 PC shocks, for 109".....	\$ 879.00
RNK1124109PC	2 leaf front & 4 leaf rears, 4 PC shocks, Heavy Duty set, for 109".....	\$ 899.00

Balanced Parabolic Spring Kits

with Old Man Emu Shocks (not shown)

RNK112388	2 leaf front & 3 leaf rears, 4 OME shocks, for 88".....	\$ 979.00
RNK1123109	2 leaf front & 3 leaf rears, 4 OME shocks, for 109".....	\$ 989.00
RNK1124109	2 leaf front & 4 leaf rears, 4 OME shocks, Heavy Duty set, for 109".....	\$ 1029.00

Balanced Parabolic Spring Kits w/o Shocks

Includes U bolts with nuts

RNK1123	2 leaf front & 3 leaf rears for 88" and 109".....	\$ 689.00
RNK1124	2 leaf front & 4 leaf rears, HD set for 109".....	\$ 699.00

(C) ProLine 88 Spring & Pro Comp Shock Set

PLK5223	Standard duty spring set with U bolts and Nitrogen charged Pro Comp shocks, 88 Series II, IIA, III.....	\$ 599.95
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(D) ProLine 88 Spring & Shock Set

PLK5123	Standard duty Spring set with U bolts and shocks 88 Series II, IIA, III.....	\$ 499.95
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(E) 2 Inch Heavy Duty Lift Spacers

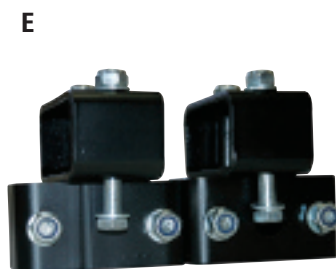
Raise your Defender, Range Rover Classic, Discovery I by **2 inches**, using our Lift Spacers. Easy to install, for that DIY person. No special tools are required. Fits between axle and spring plate.

RNA5102	Set of 2 inch heavy duty lift spacers (2 front 2, rear)	\$ 99.95
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(F) ProLine Performance Wheel Spacer Set

Widen your Land Rover's track, and dramatically improve your turning radius and handling. Precision made from Billet Aluminum with heat-treated heavy-duty wheel studs, this new and improved Performance Wheel Spacer Kit is designed for superior strength and off-road performance. Made in the USA. Set of 4 includes 30mm wide spacers with studs, and 20 lug nuts.

RNWS001	Defender, Discovery I and Range Rover Classic.....	\$ 419.00
RNWS002	Discovery II, Range Rover P38A.....	\$ 429.00



RNA5102 2 Inch Heavy Duty Lift Spacers



RNWS002
ProLine Performance Wheel Spacer Set

A



RNK1124109PC

B



RNK1124

C



PLK5223

D



PLK5123

COMPLETE COIL CONVERSION KITS FOR EASY INSTALLATION

The only kits featuring Genuine variable rate coil springs for a superior ride and improved handling.

(A) 1993 - 1995 Range Rover Classic

Coil Conversion Kit using Genuine springs

Land Rover designed and built into the Range Rover Classic a fantastic air suspension system that was way ahead of its time. However, when a malfunctioning component needs repair or replacement, it can quickly get time-consuming and expensive. Do away with all the air suspension hassle and expense by converting your Range Rover Classic to a coil-sprung Range Rover. **This kit contains all Genuine parts** and includes everything needed for the proper conversion and continuing reliability for on or off-road performance. Our customers have been so satisfied with the improved ride quality and handling after installation of this kit, most claim they prefer the coil conversion suspension to the factory air suspension! Includes detailed instructions and all necessary hardware.

RNK5105 Coil Spring Conversion Kit, Range Rover Classic,
Genuine (as shown above).....\$ 429.00

1993 - 1995 Range Rover Classic

Coil Conversion Kit using Old Man Emu springs

RNK5105A Coil Spring Conversion Kit (with OME springs),
Range Rover Classic (not shown).....\$ 449.00

www.roversnorth.com

(B) 1995-2002 Range Rover P38A Coil Spring Conversion Kits with Electronic ECU Bypass

Simply the best kit for the best price. **You will not find a better price anywhere else.** This is a top quality kit for standard duty for normal driving and off road conditions, that converts your Range Rover P38A air suspension to coil spring suspension, giving you the best handling and the most comfortable coil spring suspension ride on the market today. Our kit includes 4 variable rate springs, 2 Genuine rear coil spring isolators, 2 Genuine front coil isolators, 4 coil spring seats, 4 aluminum spring perch adapters, 4 Genuine spring retainers and 1 EAS override pigtail to eliminate fault codes. All hardware and instructions are included. Installation is straight forward, requiring no fabrication or modifications to your vehicle.

RNK5106 Genuine Standard RR P38A Coil Spring Conversion Kit...\$ 879.00
PLK5106 ProLine Standard RR P38A Coil Spring Conversion Kit.....\$ 699.00
RNK5107 Heavy Duty, P38A Coil Conversion Kit.....\$ 899.00

1995-2002 Range Rover P38A Coil Spring Conversion Kits with 4 gas pressurized Bilstein Shocks.

RNK5116 Standard w/Bilsteins, P38A Coil Conversion Kit.....\$ 1199.00
RNK5117 Heavy Duty w/Bilsteins, P38A Coil Conversion Kit.....\$ 1269.00

1-800-403-7591

A RANGE ROVER CLASSIC COIL SPRING CONVERSION KITS



B RANGE ROVER P38A COIL SPRING CONVERSION KITS



(A) Discovery II Rear Air to Coil Spring**Conversion Kit**

Coil Conversion for Discovery II rear suspension. Do away with air suspension hassles and convert to coil-sprung for continuously reliable performance. Kit contains Genuine parts, everything for the conversion, instructions and hardware.

RNK5118 Discovery II Rear Air to Coil Spring Conversion Kit.....\$ 289.00

(B) Air Spring Assembly**Range Rover P38A (1995-2002)**

RND262 Air Spring Assembly, Front, Genuine, Each.....\$349.00

PLD262G2 Air Spring Assembly, Front, ProLine, **Pair**.....\$250.95

RND263 Air Spring Assembly, Rear, Genuine, Each\$329.00

PLD263G2 Air Spring Assembly, Rear, ProLine, **Pair**.....\$313.95

Range Rover Classic

RNS035 Air Spring Assembly, Front, Genuine, Each\$289.00

RNS036 Air Spring Assembly, Rear, Genuine, Each\$289.00

Discovery II

PLD823 Air Spring Assembly, Rear, ProLine, Each\$169.00

A

**DISCOVERY II REAR AIR
TO GENUINE COIL SPRING
CONVERSION KITS**



RNK5118

B

**AIR SPRING
ASSEMBLY**



RND262

(C) Genuine Land Rover Suspension Bushing Kits

For superior performance and durability, no other bushings will outlast Genuine Suspension Bushings. Includes all Land Rover Genuine Parts, bushings and hardware for replacing suspension bushings on your vehicle. Professional installation is recommended.

RNK5910 Range Rover Classic Front Bushings Pre '86\$ 216.00

RNK5911 Range Rover Classic Rear Bushings Pre '86\$ 229.00

RNK5912 Range Rover Classic Front Bushings '86-'90\$ 135.00

RNK5913 Range Rover Classic Rear Bushings '86-'92\$ 186.00

RNK5914 Range Rover Classic Front Bushings '91 on\$ 140.00

RNK5915 Range Rover Classic Rear Bushings '93 on\$ 199.00

RNK5918 Discovery I Front Bushings\$ 145.00

RNK5915 Discovery I Rear Bushings\$ 199.00

RNK5910 Defender 90, 110 Front Bushings up to '94\$ 216.00

RNK5916 Defender 90, 110 Front Bushings '94 on\$ 150.00

RNK5915 Defender 90, 110 Rear Bushings\$ 199.00

(D) Polyurethane Bushing Kits

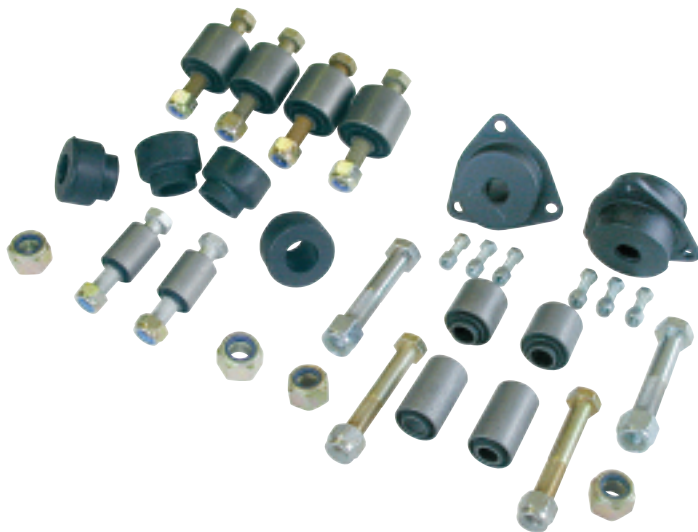
These Polyurethane Bushing Kits were designed with the DIY individual in mind; both easy to install and the best possible price anywhere. These Kits are suitable for normal, as well as off-road use. Includes all suspension and all shock absorber bushings. Made in England.

PBS1115 Polyurethane Bushing Kit, Discovery I, Range Rover Classic (except 1995), Defender 90, 1994 on\$ 179.00

PBS1119 Polyurethane Bushing Kit, Discovery II\$ 195.00

PBS1111LWB Polyurethane Bushing Kit, Series III, 109" Includes all spring bushings and shock bushings\$109.50

PBS1111SWB Polybushing Set, Series IIA, III, 88" Includes all spring bushings and shock bushings.....\$159.00

C GENUINE SUSPENSION BUSHING KITS

D

**SUSPENSION
BUSHING
KITS**



First Impressions:

Virginia is for Rovers

Story & Photo by Bob Mohan

[Bob Monhan, Chester, VA, works as the logistics manager for an Italian specialty foods company and is a Virginia Master Naturalist. With Mary Beth, his wife, and their Discovery II, they enjoy hiking, nature photography and biking. Life was incomplete, however, until they found their first Series Land Rover. —ed]

Mary Beth and I bought our first Land Rover, a 2004 Discovery II, about 3 years ago after looking at virtually every other make of SUV out there. The unobstructed views offered by the seating position clinched the deal on the Discovery for us. I also liked its uniqueness (you don't see yourself coming down the road several times a day) and quirkiness. I retained a vague awareness of its heritage and off-road prowess.

Nine months later we attended a dealer off-road event; simply put, the Discovery's off-road capability blew us away. Now I had to take the Rover off-road more often. I enjoyed the ROAV (Rover Owners of Virginia)

Spring Rally, the MAR 07 (Mid Atlantic Rally), The Uwharrie Safari (held in North Carolina) and other dealer events, always having a blast. All the time I thought how cool it would be to build up our '04 - lights, suspension lift kit, roof rack, brush guard - yet deep down, I knew the Rover would only utilize these accessories a few times a year. Although, along the way I did install a differential guard/skid plate and aggressive off-road tires.

I knew the Discovery had all the capabilities for my off-roading - in fact, its greatest liability was me - but I wasn't having as much fun on the trails as before. It seemed like all I was doing was pointing the truck, easy on the throttle and up, across or over she went. My moment of realization came while on a trail ride watching trucks pass a little water crossing at MAR 08. On exiting the creek, many customized Rovers had trouble climbing a hill, digging large ruts and attacking it several times before bouncing it up. Then I watched

another Discovery II and an LR3 - with street tires - walk their way up without any drama.

Next came two Series Rovers. I watched their drivers shift at the exact moment so as to maintain momentum but not bog the engine. I witnessed how finesse and balance with a torquey little engine can be as effective as modded-up Discos & D90's. Now anybody who owns a Land Rover has at least a subconscious appreciation for the classic lines of a Series Rover as well as the simplicity in design and

execution. I knew my fate was sealed - I had to find one.

I found mine on eBay and grabbed it!

I chose a '72 Series III hardtop in very good condition; I'm not much of a mechanic but I'm very stubborn, so I thought a well maintained one (not restored) would be my best starter vehicle. The Series III shared my stubbornness; apparently uncertain it wanted me as its owner, it stranded me several miles from the house in its inaugural drive. The gas gauge did not work, so I thought she just ran

out of gas; after a fill-up and some starting fluid she fired right up, the wife drove away and I followed. We made it about 100 yards and then it died again...another walk back to the house!

Thinking I just pulled some crud thru the fuel lines, I towed it back to the house and cleaned the carb, installed a new fuel filter and added some dry gas. It still was starting but not running too long. Eventually I realized there was water in the lines and that it was time to drain the tank, luckily it had a new tank with a drain plug! Success!!!! It's running good now except for an occasional stumble, but I'm told that is to be expected until I run a few more tanks of gas thru it. My next project is to get the various marker lights to function, fuel gauge and speedometer to work, replace the dry-rotted tires, buy a hoop set and canvas, tailgate kit, and more. I hope the shipping department at Rovers North is ready for some busy days!





BURKES

January / February 2009

CORNER

Bill Burke is an internationally recognized professional 4WD trainer. In 1991, Bill and a team mate represented the USA in the Camel Trophy. The event traversed Africa in a 1200-mile grueling off-road adventure competition. Through his company, Bill Burke's 4-Wheeling America, he teaches off-road and back country driving techniques, vehicle maintenance, recovery, and trail etiquette through group classes, private training, and guided experiential vacation trips. Bill conceived and developed the International 4-Wheel Drive Trainers' Association®, an organization to evaluate and certify professional 4-wheel driving trainers and has created several instructional DVDs including 4x4 Safe Driving, Getting UNStuck and Getting PREpared. For more information about Bill visit <http://www.bb4wa.com>

Most companies that purvey recovery equipment, winches and hardware do their best to ensure safe operation by offering us quality, rated items. Selecting the correct equipment for the application can greatly reduce equipment-associated risks. Ratings such as those of the American National Standards Institute (ANSI) were created to provide quality information to help us navigate this task and make sound decisions.

Unfortunately, there has been a lot of mis-information in the recreational 4WD industry regarding safety, work limits of equipment and capacities of recovery hardware, which serves to undermine the safety of the 4WD community. Below I will lay out some terms and try to dispel some myths about some of the recovery equipment we use when out there in the field.

Roller Fairlead versus Hawse Fairlead:

Roller fairleads are easier on all ropes, wire or synthetic. Besides better straight-on winching, they enable off-angle winching by rolling with the rope as opposed to dragging against the Hawse Fairlead. According to the American Rope Group catalogue: "High temperatures can be achieved when... running over stuck or non-rolling sheaves." A Hawse fairlead is a "non-rolling" sheave. Off-angle winching with a Hawse Fairlead creates friction that damages all ropes, wire or syn-

thetic. Friction creates heat, which further damages synthetic ropes. In my professional opinion there is no benefit to Hawse fairleads; I always choose Roller Fairleads and I suggest you do too.

Occasionally I hear the argument that a Hawse Fairlead is superior to the Roller Fairlead because ropes can get wedged in between the horizontal and vertical rollers. Yes, there are those that have let the rope (wire or synthetic) get caught between the rollers. It takes a very rare set of circumstances to initiate this event, usually involving a winch vehicle on its side. On the few occasions it has happened to me, I have just put a winch glove in that area between the rollers and run the line over it. You only need to winch with the glove wedged there until the vehicle settles and the rope runs properly over the rollers again, which usually occurs after only a few feet of winching. As these circumstances are so rare and the solution is so easy, this scenario should not dissuade anyone from choosing a Roller Fairlead.

When synthetic winch line first hit the 4WD industry, critics found it heat sensitive for the planetary winches on which it was installed. Planetary winches can generate great amounts of heat when winching out. So lowering your buddies down Surprise Canyon Trail, returning from Panamint CA, could damage the rope. Given what we know about how friction damages a rope it makes no sense to winch out any longer than to slacken the rope. Add a Hawse Fairlead and rope damage, especially over time, is a given!

As I see it, the problem here is incorrect winch selection. Planetary winches are a poor choice for winching out for long



5742 Roller Fairlead



RNR2001 Hawse Fairlead



Bill Burke demonstrating winching techniques at MAR 2008
Photo by Graham Letorney

runs under load for two reasons: First, dragging the drum brake creates heat and second, the drum brake only holds 60% (at best!) of the winch's rated capacity. It is quite possible that the drum brake in a planetary winch will not be able to hold the full rated load, especially on a steep grade. This may allow the winch to "unspool" and can be dangerous. This higher than desired winch out rate also affects the integrity of the motor and/or drive-train. So if you need to winch out under load, select the correct type of winch.

If you winch out for reasons other than to slacken the rigging or for short lengths, I suggest choosing a Worm drive winch or a spur drive winch, such as the Superwinch Husky or the External Brake style winches like the Superwinch EP models. If you do select a planetary winch, make sure to monitor the heat build up of the motor and drum whenever winching out since the internal brake of a common planetary winch is

always dragging when powering out. This also generally causes the motor to work harder. Something easily noticed when winching in or out.

When to retire your rope:

The decision of when to retire a working rope is as much an art as it is a science. Of course the goal is to use the rope as long as you can, cutting down your rope expenses, yet retire it before it breaks! Yeah, but when is that going to happen?

There are no definitive rules or industry guidelines to establish when a rope should be retired. There are too many variables involved to calculate that figure. Factors include: Load history, bending radius, abrasion, chemical exposure and time in service. As you can see it pays to take care of your rope by avoiding unnecessary wear so it will continue to safely take care of you for years to come.

When synthetic rope is put into service the outer filaments will quickly “fuzz” up. This is the normal result of these filaments breaking and it is actually a good thing. The roughened surface forms a protective cushion that shields the fibers underneath. One of the Amsteel Blue winch ropes that I have been using for over 10 years (call it a long term test) is very fuzzy indeed. With all the training and ‘wheeling I do, I typically use this rope 4 times a week and it still “tests” well within the limits I put it under. Like I said before, take care of your rope and it will take care of you for years to come.

It is more important to replace a wire rope before failure than it is to replace a synthetic rope before it breaks. Any guess why? Wire rope generally is made of different grades of Plow Steel, which can have an elongation factor of about 20%. Yes, your winch line can elongate almost 20% under load. When a wire winch line breaks it releases a great amount of energy. The force of a breaking wire winch line can easily kill someone. Amsteel Blue synthetic line has an elongation factor of less than 1%. Synthetic winch lines stretch less and thus release less energy when they break. They are much safer than wire, but should still be treated with respect. Remember to always follow proper winch safety procedures. Both types for rope should be inspected regularly.

Rope Tips:

It is important to maintain enough wraps on the drum when winching, as the resulting friction is what actually keeps the rope on the winch, not the attachment on the end. For synthetic rope we generally want a minimum of 8 wraps on the winch drum. With wire winch line we can go down to 5 wraps as the metal bites into the drum while the synthetic rope tends to slip more. Visit www.winchline.com site for some good ideas about attaching synthetic rope to the winch drum.

The mounting position of the fairlead relative to the winch drum is also important. Make sure the middle of the fairlead is even with the lay of the rope on the drum, so the rope pays out centrally. If the fairlead is too high or low, the rope coming out is forced to bend around the fairlead. This is to be avoided. Bending any rope over a short radius under working loads causes premature wear as the inner rope fibers are compressed and the outer fibers stretch. Wire is more affected than synthetic rope because of its inconsistent diameter. You can minimize this damage by increasing the diameter the rope has to bend. As you can see, it pays to use a large pulley block and a large diameter Roller Fairlead.

Most winches are “under-wound.” That is the rope pays

out from the bottom side of the drum. Make sure when you install a rope that it goes on in the correct direction.

Industry standard is 10% of the rated winch capacity is needed to “set” the rope. It is always best to use your vehicle as a “dead weight” for enough resistance to wind the rope and stretch it properly for initial installation. Drag the brakes lightly for the first two layers then ease off for the final layers. I suggest doing this at least once a month.

When initiating a pull for winching start by winding/stowing the rope on the drum with at least 40 or 50 pounds of resistance to “dress” the winch line properly before applying a load to it. This will help set the tone for the first two layers. Pay it in “hand over hand” do not let it slide through your gloves!

For more technical information on ropes and recovery equipment, I recommend the American Group’s Rope Catalogue, The Wire Rope Corporation of America’s Wire Rope Handbook and the Crosby Group Inc.’s catalogue. Also the US Army has a great handbook for recovery and rigging standards FM 20-22 if you can get your hands on one! [And of course if you are looking for a DVD on the subject we recommend Bill Burke’s movie Getting Unstuck. — ed.]

I’ll try to bust some other myths in the next column. Take care and see you on the trail.

Vocab:

Below are some terms for you to use during your rigging exercises with your buddies. Knowledge is power!

Static Load: The load resulting from a constantly applied force such as winching or using a Hi-Lift Jack for winching. When using a chain or metal device, the load should be static not dynamic.

Dynamic Load: The load resulting from dynamic movement or inertial force.

Like a yank strap or rope, when pulling a buddy out of the mud or sand. This creates a shock load to attachment points and equipment.

Fatigue Rated: tested to a minimum standard of 20,000 cycles at 1.5 times the Working Load Limit (WLL). This is an industry standard as set by the Euronorm for fatigue. One of the reasons we recommend that a winch and recovery equipment be minimal rated at 1.5 times the GVWR – gross vehicle weight rating – “minimal” for sure!

Test: a test applied to a product solely to determine injurious material or manufacturing defects. A very good reason to use products with rated nomenclature clearly marked on them or on sewn in tags. Check out the Crosby Product catalogue and trust Rovers North to Offer only the highest rated equipment.



(A) Pull Pal

Winch anchor.
RW14000\$559.95

B



(B) Pro Comp Soft Recovery Straps

Soft Recovery Straps for better shock absorption and better energy magnification.

RNH548 2"X20' strap, 20,000 lb.\$ 24.99
RNH549 2"X30' strap, 20,000 lb.\$ 39.95
RNH550 3"X30' strap, 30,000 lb.\$ 69.95
RNH551 4"X30' strap, 40,000 lb.\$ 76.95

(C) Kinetic Recovery Rope 24MM DIA. X 8M

Stronger and smoother than straps. An extremely effective recovery tool that allows you to use vehicle momentum without the sudden shock you would experience from using a chain. Requires securely fastened recovery hitches for safe use.

KRR001 Kinetic Recovery Rope.....\$129.00

(D) Plasma Winch Rope

The best plasma ropes available.

RNR2021 3/8" Plasma Rope; 100'\$279.00
RNR2011 5/16" Plasma Rope; 125'\$249.00

C



(E) Superwinch Husky Series Winch

RNB519 Husky 8 with roller fairlead\$1699.00
RNB521 Husky 10 with roller fairlead\$1849.00

(F) Tow Jaw Assembly

Recovery Hitch can be front or rear mounted to handle snatch strap, chain or winch cable as used on the Camel Trophy. Special mounting hardware included.

RNF408 Tow Jaw Assm.\$ 89.90

(G) Receiver Hitch Adapter

Receiver Adapter allows recovery and tow hitches to be mounted into Land Rover's Class III rear receiver and Rovers North's Class III front receiver.

RNA082 Receiver Hitch Adapter\$ 53.29

(H) Shackle Recovery Set

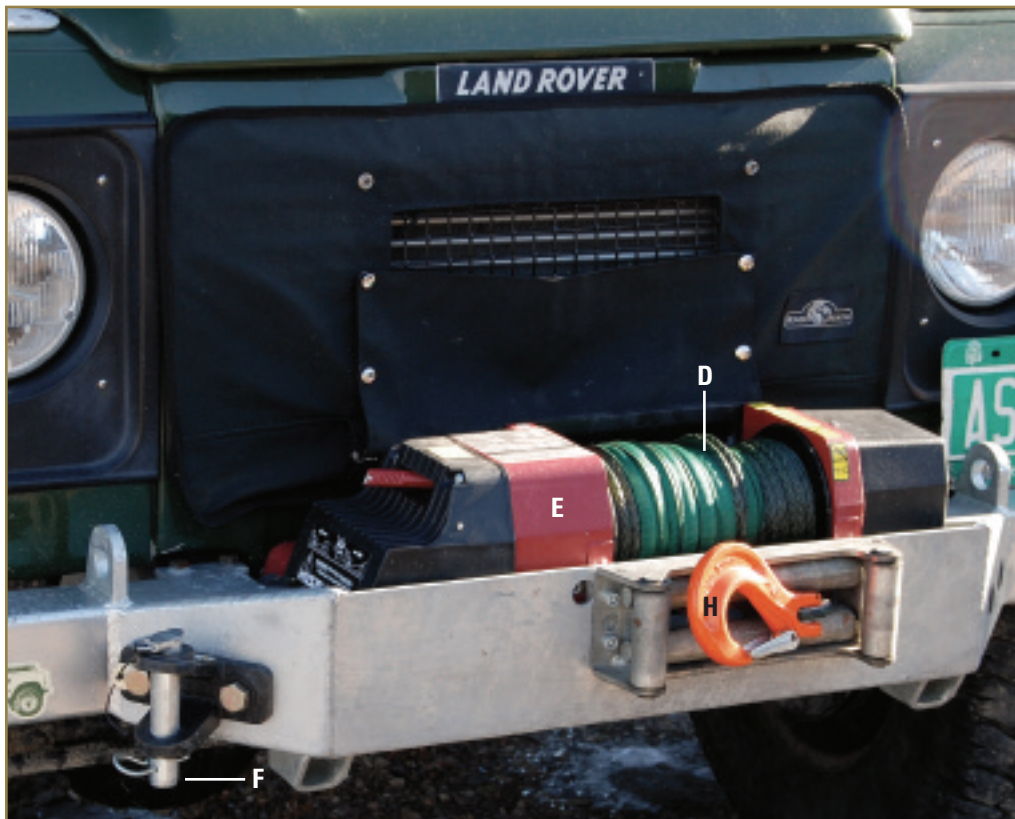
Made of solid steel, this is a stout, easy to use recovery hitch. Fits a class III receiver. Shackle and hitch pin included as shown.

RNA1022 Shackle Recovery Set.....\$ 69.95

(I) 3/8 Slip Hook with Latch

Absolute finest quality alloy recovery hook available. By Pewag of Austria.

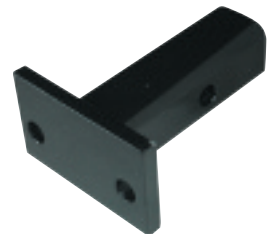
RNR1755\$ 49.00



D



G

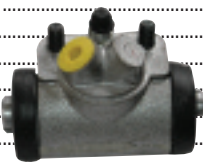


I



Wheel Cylinders for 88", Series II, IIA, III

RNB535	Front Right, Genuine	\$ 78.50
PLB535	Front Right, ProLine (Lucas/Girling)	\$ 48.50
RNB536	Front Left, Genuine	\$ 78.50
PLB536	Front Left, ProLine (Lucas/Girling)	\$ 48.50
RNB537	Rear Right, Genuine	\$ 75.38
PLB537	Rear Right, ProLine (Lucas/Girling)	\$ 52.50
RNB538	Rear Left, Genuine	\$ 75.38
PLB538	Rear Left, ProLine (Lucas/Girling)	\$ 52.50



RNB536 Wheel Cylinder

Wheel Cylinders for 109", 2.25

RNB542	Front Right, Genuine	\$ 51.41
PLB542	Front Right, ProLine (Lucas/Girling)	\$ 44.50
RNB541	Front Left, Genuine	\$ 51.41
PLB541	Front Left, ProLine (Lucas/Girling)	\$ 44.50
RNB535	Rear Right, Genuine	\$ 78.50
PLB535	Rear Right, ProLine (Lucas/Girling)	\$ 48.50
RNB536	Rear Left, Genuine	\$ 78.50
PLB536	Rear Left, ProLine (Lucas/Girling)	\$ 48.50

ProLine Series II, IIA, III Brake Drums

PLC534	88 Series III 10" Brake Drum, ProLine	\$ 39.50
PLC545	88 Series II, IIA 10" Brake Drum, ProLine	\$ 49.50
PLC216	109 Series II, IIA, 2.25ltr thru Suff. G, ProLine	\$ 55.00
PLC504	109 Series IIA, III, 2.25ltr 1971 on, ProLine	\$ 45.00

Genuine Series Brake Pipe Kits

Includes all Genuine metal and rubber flex lines with sealing washers and nuts.

RNK680	88" Single System, Early Series IIA	\$ 167.95
RNK681	109" Single System	\$ 169.95
RNK682	88" Dual Power, Series IIA	\$ 199.50
RNK683	88" Dual Power, Series III	\$ 199.50

Series Brake Shoes 88" and 109"

PLF320 Series Brake Shoes

Bonded Brake Shoes Sold in Axle Sets (enough for 2 wheels)

PLF320	88" Bonded Shoe Axle Set, front or rear	\$ 36.50
PLF343	109" Bonded Shoe Axle Set, front only, 2.25ltr	\$ 41.95
PLF321	109" Bonded Shoe Axle Set, rear only, all models	\$ 47.50
PLF342	Brake Shoes for handbrake, Series IIA/III	\$ 24.95

**NEW ProLine Brake Calipers with no Core Charge****Defender 90/110 1993-1997**

PLF300A	Defender 90, Front Caliper, NEW, RH	\$ 169.00
PLF301A	Defender 90, Front Caliper, NEW, LH	\$ 169.00
PLB198A	Defender 90, Rear Caliper, NEW, RH	\$ 119.95
PLB197A	Defender 90, Rear Caliper, NEW, LH	\$ 119.95
PLF200	Defender 110, Front Caliper, NEW, RH	\$ 379.00
PLF201	Defender 110, Front Caliper, NEW, LH	\$ 379.00



PLB191A Brake Caliper

Discovery I 1995-1999

PLB192A	Front Caliper, NEW, RH	\$ 179.50
PLB191A	Front Caliper, NEW, LH	\$ 179.50
PLB198A	Rear Caliper, NEW, RH	\$ 119.95
PLB197A	Rear Caliper, NEW, LH	\$ 119.95

Discovery II 1999-2004 & Range Rover P38A 1995-2002

PLD016A	Front Caliper, NEW, RH	\$ 159.00
PLD017A	Front Caliper, NEW, LH	\$ 159.00
PLD004	Rear Caliper, NEW, RH	\$ 98.00
PLD005	Rear Caliper, NEW, LH	\$ 98.00

Range Rover Classic 1987-1995

PLB014A	Front Caliper, NEW, '87-1989 RH	\$ 159.00
PLB015A	Front Caliper, NEW, '87-1989 LH	\$ 159.00
PLD259A	Front Caliper, NEW, '93-1995 RH, From Vin # 637568	\$ 179.00
PLD258A	Front Caliper, NEW, '93-1995 LH, From Vin # 637568	\$ 179.00
PLB011A	Front Caliper, NEW, ABS & Hunter, '90-1995, RH	\$ 149.00
PLB017A	Front Caliper, NEW, ABS & Hunter, '90-1995, LH	\$ 189.00
PLB018A	Rear Caliper, NEW, '87-1992 RH 10mm	\$ 139.50
PLB010A	Rear Caliper, NEW, '87-1992 LH 10mm	\$ 139.80
PLB198A	Rear Caliper, NEW, '93-1995 RH 12mm	\$ 119.95
PLB197A	Rear Caliper, NEW, '93-1995 LH 12mm	\$ 119.95

**SAVE ON OUR HIGH QUALITY
LAND ROVER PARTS & ACCESSORIES
WHEN YOU SHOP AT
ROVERSNOTH.COM**

GENUINE, ProLine Brake Rotors**Defender 90 1994-1997 (All years available)**

PLB022A	ProLine, front, rotor, each	\$ 39.50
PLB012A	ProLine, rear, rotor, each	\$ 39.00
RNB022	Genuine, front, rotor, each	\$ 86.50
RNB012	Genuine, rear, rotor, each	\$ 94.00
PLB022SD	ProLine slotted & drilled, front, rotor, pair	\$ 129.00
PLB012SD	ProLine slotted & drilled, rear, rotor, pair	\$ 109.00

Defender 110 1993 (All years available, please inquire)

PLB006A	ProLine, front, rotor, each	\$ 39.50
RNB006	Genuine, front, rotor, each	\$ 71.50
PLB006SD	ProLine slotted & drilled, front, rotor, pair	\$ 109.00

Discovery I 1995-1999PLB022SD
ProLine Rotor

PLB006A	ProLine, front, rotor, each	\$ 39.50
PLB012A	ProLine, rear, rotor, each	\$ 39.00
RNB006	Genuine, front, rotor, each	\$ 71.50
RNB012	Genuine, rear, rotor, each	\$ 94.00
PLB006SD	ProLine slotted & drilled, front, rotor, pair	\$ 109.00
PLB012SD	ProLine slotted & drilled, rear, rotor, pair	\$ 109.00

**Discovery II 1999-2004**

PLD013A	ProLine, front, rotor, each	\$ 45.00
PLD024A	ProLine, rear, rotor, each	\$ 39.95
RND013	Genuine, front, rotor, each	\$ 96.00
RND024	Genuine, rear, rotor, each	\$ 94.00
PLD013SD	ProLine slot drilled, front, rotor, pair	\$ 139.00
PLD024SD	ProLine slot drilled, rear, rotor, pair	\$ 129.00

Range Rover Classic 1987-1995

PLB006A	ProLine, front, rotor '87-1989, each	\$ 39.50
PLB022A	ProLine, front, rotor '90-1995, each	\$ 39.50
PLB012A	ProLine, rear, rotor '87-1995, each	\$ 39.00
RNB006	Genuine, front, rotor '87-1989, each	\$ 71.50
RNB022	Genuine, front, rotor '90-1995, each	\$ 86.50
RNB012	Genuine, rear, rotor '87-1995, each	\$ 94.00
PLB006SD	ProLine slotted & drilled, front, '87-1989 rotor, pair	\$ 109.00
PLB022SD	ProLine slot drilled, front, rotor '90-1995, pair	\$ 129.00
PLB012SD	ProLine slot drilled, rear, rotor '87-1995, pair	\$ 109.00

Range Rover P38A 1995-2002

PLD028A	ProLine, front, rotor, each	\$ 59.00
PLD024A	ProLine, rear, rotor, each	\$ 39.95
RND028	Genuine, front, rotor, each	\$ 99.40
RND024	Genuine, rear, rotor, each	\$ 94.00
PLD028SD	ProLine slotted / drilled, front, rotor, pair	\$ 129.00
PLD024SD	ProLine slot drilled, rear, rotor, pair	\$ 129.00

Range Rover L322 2003 on

RNH909	Genuine, rotor, up to 3A130140, front, each	\$ 179.00
PLH909	ProLine, rotor, up to 3A130140, front, each	\$ 79.00
RNH954	Genuine, rotor, from 4A159171 up to 6A228066, front, each	\$ 93.98
RNH955	Genuine, rotor up to 6A000001, rear, each	\$ 119.00

Lucas Brake Fluid

GBF4250	Lucas Brake Fluid, 250 ml	\$ 5.20
GBF4500	Lucas Brake Fluid, 500 ml	\$ 7.99
GBF4100	Lucas Brake Fluid, 1 Litre	\$ 14.99



GENUINE, ProLine Brake Pads**Defender 90 1994-1997**

RNF323	Genuine, front, Brake pad, set.....	\$ 79.20
PLF323	ProLine, front, Brake Pad, set.....	\$ 39.95
PLB195	ProLine, rear, Brake Pad, set, without sensor.....	\$ 24.95
PLB004	ProLine, rear, Brake Pad, set, with sensor.....	\$ 31.20
RNF302	Genuine, front, Brake Pad, set.....	\$ 93.92
RNF303	Genuine, rear, Brake Pad, set.....	\$ 64.49

Defender 110 1993

PLF323	ProLine, front, Brake Pad, set.....	\$ 39.95
RNF323	Genuine, front, Brake pad, set.....	\$ 79.20

Discovery I 1995 - 1999

PLB208	ProLine, front, Brake Pad, set.....	\$ 36.50
PLB195	ProLine, rear, Brake Pad, set.....	\$ 24.95

Discovery II 1999 - 2004

RND036	Genuine, front, Brake Pad, set	\$ 61.90
PLD036	ProLine, front, Brake Pad, set.....	\$ 45.95
PLD242	ProLine, rear, Brake Pad, set.....	\$ 39.50
RND020	Genuine, rear, Brake Pad, set.....	\$ 110.50

Range Rover Classic 1987-1995

PLB001	ProLine, front, Brake Pad, '87-1989, non ABS.....	\$ 35.95
PLB208	ProLine, front, Brake Pad, '90-1995.....	\$ 36.50
PLB004	ProLine, rear, Brake Pad, '87-1989, non ABS.....	\$ 31.20
PLB004	ProLine, rear, Brake Pad, '90-1995.....	\$ 31.20
RNB001	Genuine, front, Brake Pad, '87-1989.....	\$ 69.00
RNB002	Genuine, front, Brake Pad, '90-1995.....	\$ 78.02
RNB004	Genuine, rear, Brake Pad, '87-1989.....	\$ 89.95
RNB004	Genuine, rear, Brake Pad, '90-1995.....	\$ 89.95

Range Rover P38A 1995 - 2002

PLD036	ProLine, front, Brake Pad	\$ 45.95
PLD242	ProLine, rear, Brake Pad.....	\$ 39.50

Range Rover L322 (2003 on)

RNH715	Genuine, front, Brake Pad set up to 4A159171	\$ 119.33
PLD242	ProLine, front, Brake Pad set up to 4A15917.....	\$ 39.50
RNH594	Genuine, rear, Brake Pad set up to 6A000001.....	\$ 147.73

Girling Brake Master Cylinders**Series IIA, III**

PLC752	Series IIA CV 88".....	\$ 79.95
PLC753	Series IIA CV 109", (Not Girling).....	\$ 59.95
PLC454	Series IIA, III, 88", dual power	\$ 229.95
PLC762	Series III 109", dual power.....	\$ 259.00

Defender 1994 - 1997

PLF285	Defender 90/110	\$ 169.00
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Discovery I 1995 - 1999

PLB200	Discovery I w/ABS.....	\$ 229.00
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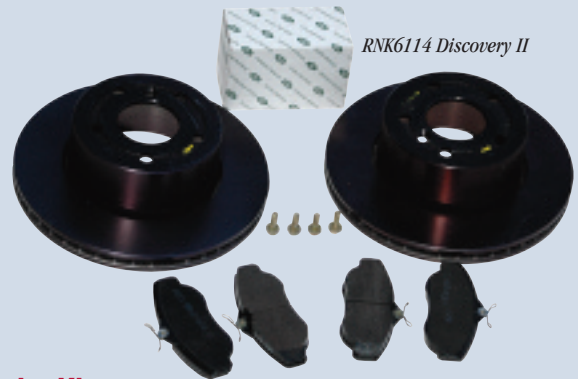
Discovery II 1999 - 2004

PLD999	Discovery II w/ABS	\$ 208.95
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Range Rover Classic 1987 - 1995

PLB172	Range Rover Classic, non-ABS (Lockeed).....	\$ 229.00
PLB180	Range Rover Classic, non-ABS (Girling).....	\$ 199.00

**VISIT ROVERSOUTH.COM FOR
OUR FULL LINE OF BRAKES
AT THE BEST PRICES**

**Brake Kits**

Both the Genuine and the ProLine brake kits include 2 pads, 2 rotors & hardware.

Range Rover Classic 1987-1995

RNK6101	Front Brakes w/o ABS Genuine	\$ 209.00
PLK6101	Front Brakes w/o ABS ProLine	\$ 99.50
RNK6102	Rear Brakes w/o ABS LH Sensor Genuine	\$ 269.00
PLK6102	Rear Brakes w/o ABS LH/RH Sensor ProLine	\$ 99.50
RNK6103	Rear Brakes w/o ABS RH Sensor Genuine.....	\$ 259.00
PLK6102	Rear Brakes w/o ABS LH/RH Sensor ProLine	\$ 99.50
RNK6104	Front Brakes w/ABS Genuine.....	\$ 239.00
PLK6104	Front Brakes w/ABS ProLine.....	\$ 109.00
RNK6105	Rear Brakes w/ABS Genuine	\$ 269.00
PLK6105	Rear Brakes w/ABS ProLine	\$ 99.50

Range Rover P38A 1995-2002

RNK6112	Front Brakes Genuine	\$ 329.00
PLK6112	Front Brakes ProLine	\$ 149.00
RNK6113	Rear Brakes Genuine.....	\$ 276.00
PLK6113	Rear Brakes ProLine	\$ 99.50

Discovery Series I 1995 - 1999

RNK6106	Front Brakes Genuine	\$ 229.00
PLK6106	Front Brakes ProLine	\$ 109.50
RNK6107	Rear Brakes Genuine.....	\$ 240.00
PLK6107	Rear Brakes ProLine	\$ 89.50

Discovery Series II 1999 - 2004

RNK6114	Front Brakes Genuine	\$ 295.00
PLK6114	Front Brakes ProLine	\$ 139.87
RNK6115	Rear Brakes Genuine.....	\$ 286.50
PLK6115	Rear Brakes ProLine	\$ 119.00

Brake Pad Fitting Kits

PLB204	Front, solid disc, Defender 110 NAS, Discovery I.....	\$ 4.99
PLD161	Front, vented, Range Rover Classic, Defender 90 NAS.....	\$ 7.30
PLH320	Front, non-vented, Range Rover Classic.....	\$ 6.95
PLH321	Rear, RR Classic, Defender 90, Discovery I	\$ 5.50



Girling Clutch Master Cylinders**Series IIA, III**

PLC752	Series II, IIA 1959 - 1968 Girling	\$ 79.95
PLF289	Series IIA, III with integral reservoir 1969 on Girling	\$ 69.95

Defender 90, 110 1993 - 1995

PLF289	Defender 90/110 Girling.....	\$ 69.95
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Discovery I 1994 - 1997

RND939	Discovery I Genuine	\$ 139.95
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Clutch Slave Cylinders**Series IIA, III**

PLB599	Series IIA Girling	\$ 79.00
PLC535	Series III Girling	\$ 52.45

Defender 90, 110 1993 - 1997

RNE222	Defender V8 Genuine	\$ 64.90
RND627	Defender Tdi Genuine	\$ 79.90
RND493	Defender Td5 Genuine	\$ 69.80

Discovery I 1994 - 1997

RND627	Discovery I V8 Genuine	\$ 79.90
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RND493 Clutch Slave Cylinder**Fuel Tanks**

PLC362	88" and 109" Regular, Fuel Tank, Petrol & Diesel, ProLine.....	\$ 219.49
PLH515	Range Rover Classic 1971-1985 style	\$ 249.00
PLE114	110 NAS, Range Rover Classic 1987-1991	\$ 239.00
PLE116	Cradle for PLE114 fuel tank	\$ 49.00
PLH650	109 Rear Fuel Tank Series III (<i>Series II, IIA is NLA</i>)..	\$ 279.00
PLH652	Fuel Sender for the Rear Fuel Tank Series III 109..	\$ 47.50
RNC886	Locking ring for sender Series III	\$ 5.99
RNC887	Sealing ring for sender Series III	\$ 1.94

*PLH650 Rear Fuel Tank**PLC362 Regular Fuel Tank***Fuel Filters****Series II, IIA, III 1959 - 1976**

RFF111	Inline filter with Quick Clamp Fittings, that can be adapted to any 5/16" fuel line (ProLine).....	\$ 5.90
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Series III 1974 on

RNE235	2.25 litre petrol, canister type (Genuine).....	\$ 5.90
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Defender 90/110 1993 - 1997

RNF861	V8 inline with threaded fittings (Genuine).....	\$ 22.99
PLF861	V8 inline with threaded fittings (ProLine)	\$ 9.98
RNC632	2.25, 2.5 petrol, inline w/threaded fittings (Genuine)	\$ 19.95
RFF111	2.25, 2.5 petrol, inline (ProLine) splice in	\$ 5.90
RNC745	2.25, 2.5 na, 2.5 turbo diesel (Genuine).....	\$ 8.35
RNF862	200, 300Tdi Fuel Filter-diesel (Genuine).....	\$ 24.50
PLF862	200, 300Tdi Fuel Filter-diesel (ProLine).....	\$ 12.95
RND270	Td5, Fuel Filter (Genuine).....	\$ 59.95

Discovery I 1994 - 1999

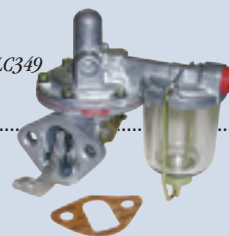
RNF861	Genuine - threaded both ends.....	\$ 22.99
PLF861	'87-'95, ProLine	\$ 9.98

Range Rover Classic 1987 - 1992

RNF133	Genuine Fuel Filter Update Kit (required for early Range Rover up to LA464553)	\$ 98.50
RNF861	'87-'95, (threaded both ends), (Genuine).....	\$ 22.99
PLF861	'87-'95, (ProLine).....	\$ 9.98
RNF025	'87-90 fuel filter (up to LA464553 without update kit).....	\$ 19.50

Series 2.25 ltr Fuel Pump**Series 2.25 ltr**

PLC349	Fuel Pump, 2.25ltr. petrol, gasket included	\$ 39.50
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PLC349**V8 Fuel Pump with Fuel Sending Unit**

RNF131	Range Rover Classic 1987-1990, Genuine.....	\$ 399.80
PLF131	Range Rover Classic 1987-1990, ProLine	\$ 139.00
RNE131	Defender 90 1994-1997, Genuine	\$ 329.00
RNF132	RRC '91 - '95, Discovery I '94 - '97, Genuine	\$ 244.50
PLF132	RRC '91 - '95, Discovery I '94 - '97, ProLine	\$ 199.00
RNF148	Discovery I & II '97 - '04, from VA737154, Genuine.....	\$ 542.99

NEW Radiators**Series II, IIA, III**

PLC513	2.25 ltr, Series IIA, III, 1970 on Radiator, ProLine.....	\$ 329.00
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May be fitted to earlier 2.25 ltr. Land Rovers by fitting late type top hose RNC510 and bottom hose PLE407.

Discovery I 1994 - 1999

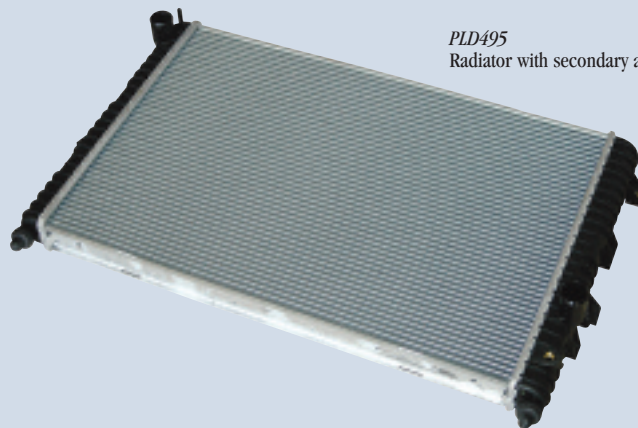
RNC062	w/ Automatic Transmission, Radiator, ProLine	\$ 798.00
RNC997	Plastic Fill Plug, Radiator, Genuine	\$ 2.30

Range Rover Classic 1987 - 1992

PLC020	'87-1988. Radiator, ProLine	\$ 439.00
PLC019A	'89-1992, Radiator, ProLine	\$ 569.00
RNC997	Plastic Fill Plug, Radiator, Genuine	\$ 2.30

Defender 90, 110 1993 - 1997

RNE130	NAS 90/110 V8 Radiator Assembly, Genuine.....	\$ 569.00
PLD500	300 Tdi Radiator with intercooler, ProLine.....	\$ 639.00
PLH255	300 Tdi Radiator, ProLine	\$ 298.00
PLD496	200 Tdi Radiator, ProLine	\$ 289.00

*PLD495**Radiator with secondary air***NEW Discovery II Radiators****Discovery II 1999-2004**

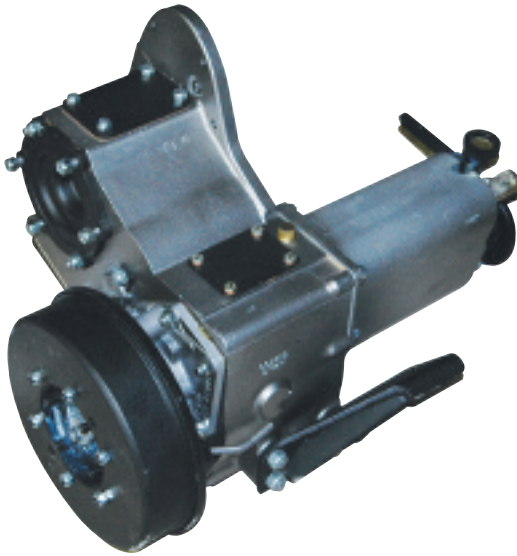
PLD495	Radiator with secondary air.....	\$ 279.00
PLD494	Radiator without secondary air.....	\$ 359.00

Having secondary air injection is identified by metal air pipes connected to the cylinder heads below the spark plugs.

Coolant Expansion Tank**Range Rover Classic 1990-'95 / Discovery I 1994-'99**

PLC007	.....	\$ 38.50
Filler cap for expansion tank.		
RNC017	.....	\$ 12.53

PLC007 Coolant Expansion Tank



High-Ratio Series IIA, III Transfer Box

Increases your road speed by 32% with no change in low range performance. Experience quieter, more reliable road performance. Eliminates the weak link caused by overdrives being sandwiched between the main box and the transfer box. Normal high ratio is 1.148:1, New High-Ratio Modified is 0.781:1, low range ratio is unchanged. This READY TO BOLT IN transfer box is completely remanufactured, featuring all new bearings, seals and gaskets, including transmission brake assembly.

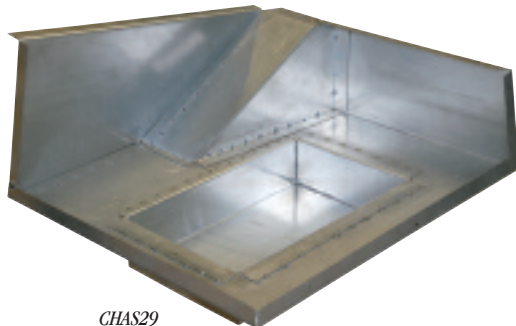
HRT1002 Rebuilt High-Ratio Transfer Box.....\$ 1759.00



Weber Replacement Carburetor

This high-quality unit is our inexpensive solution to carburetor replacement. Italian crafted, this unit bolts onto Land Rovers previously equipped with Zeniths. Older Solex-equipped Land Rovers can use it with our conversion kit.

341CH Series IIA & III 2.25L.....\$ 249.00



CHAS29

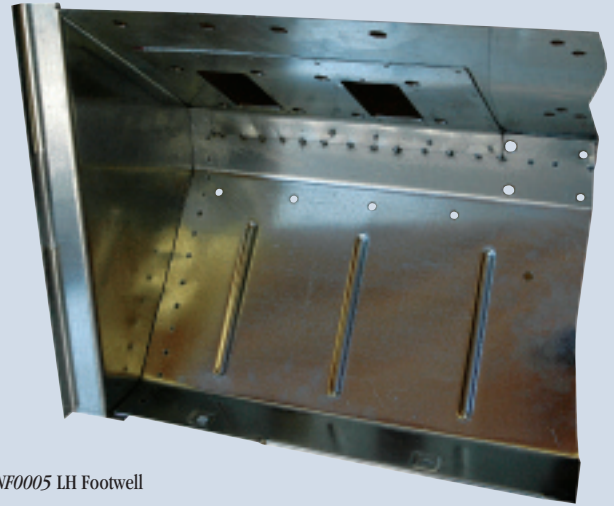
Tool Locker Assemblies for Seat Box

CHAS29 Series II, IIA galvanized with battery pocket in bottom.\$ 160.29
CHAS28 Series III galvanized without battery pocket.....\$ 144.00

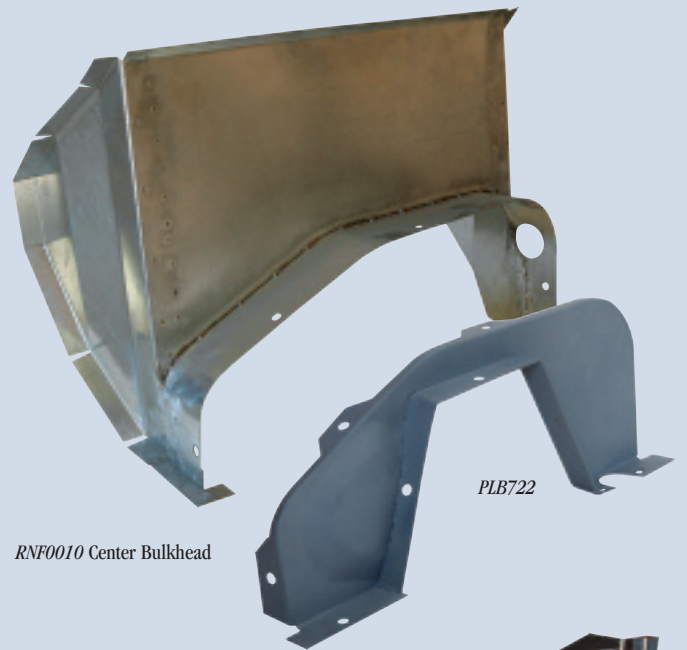
Footwell Assemblies Series II, IIA, III

18 ga. Footwell for complete replacement in all 2.25 Ltr

RNF0005	LH (driver), Galvanized	\$ 187.90
RNF0010	Center Bulkhead Assembly, Galvanized	\$ 249.00
PLB722	Bellhousing Cover 4 CYL	\$ 139.00
RNF0006	RH (passenger), Galvanized.....	\$ 151.73

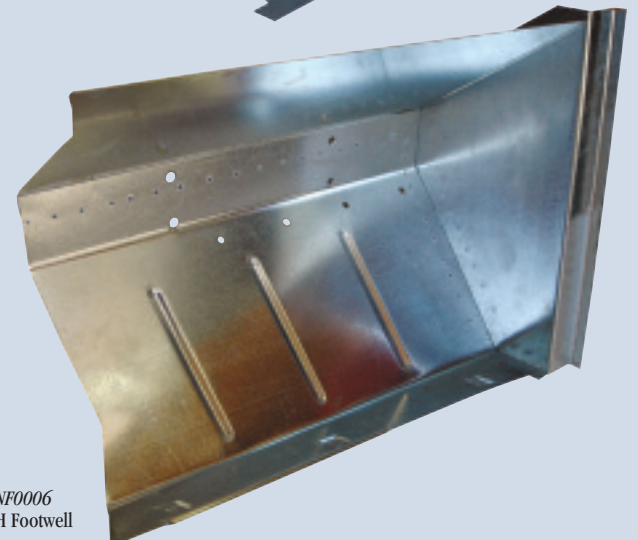


RNF0005 LH Footwell



RNF0010 Center Bulkhead

PLB722



RNF0006
RH Footwell

CV Joint Kits

A comprehensive kit that includes all the oil seals and gaskets that you need to replace your CV Joint. Includes CV joint and grease. Proline kits use Genuine seals, gaskets and grease as shown.

Defender 90 1994-1997

PLK4020 CV Joint Kit w/ ProLine CV Joint\$ 145.00

Defender 110 1993

RNK4021 CV Joint Kit w/ Genuine CV Joint\$ 689.00

PLK4021 CV Joint Kit w/ ProLine CV Joint\$ 159.00

Discovery I 1994 - 1999

PLK4020 CV Joint Kit w/ ProLine CV Joint\$ 145.00

Genuine CV Joint Kit

**CV Joints For ABS and non-ABS****Defender 90/110 1993-1997**

RNE215 CV Joint & Half Axle Assm, RH, Genuine\$ 602.00

RNE216 CV Joint & Half Axle Assm, LH, Genuine\$ 619.99

PLD201 Defender 90, 1994 - on, ProLine\$ 99.80

PLD301 Defender 110, 1993, ProLine\$ 99.80

Discovery I 1994-1999

RNE215 CV Joint & Half Axle Assm, RH, Genuine\$ 602.00

RNE216 CV Joint & Half Axle Assm, LH, Genuine\$ 619.99

PLD201 CV Joint, ProLine\$ 99.80

Discovery II 2000-2002

RND673 CV Joint, Genuine\$ 399.50

Range Rover Classic 1987-1995

PLX004 Suffix A axles only, CV Joint, ProLine\$ 119.00

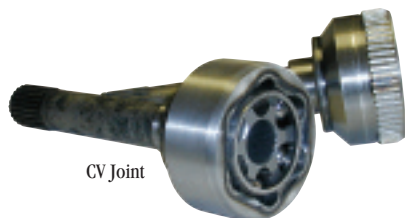
PLX005 '89 Suffix B axle on, CV Joint, ProLine\$ 99.80

RNX001 1990-'95 w/ABS, CV Joint, Genuine\$ 539.00

PLX001 1990-'95 w/ABS, CV Joint, ProLine\$ 119.00

Range Rover P38A 1995-2002

RND673 CV Joint, Genuine\$ 399.50



CV Joint

Genuine Oil Filters

RNF001 V8 - All Range Rover Classic, P38A, Discovery I and II, Defender 90/110\$ 12.95

RNE589 6 cyl 2.6 litre NADA 109", petrol\$ 7.99

RND504 6 cyl 2.5 litre Freelander, petrol\$ 8.68

RND269 5 cyl 2.5 litre Td5, diesel, engine oil\$ 12.50

RNH251 5 cyl 2.5 litre Td5, Centrifuge element\$ 26.20

RNF001 4 cyl 2.3, 2.5 litre Defender 90/110, petrol\$ 12.95

RNF001 4 cyl 2.5, 2.5 turbo, 200 Tdi, 300 Tdi, diesel\$ 12.95

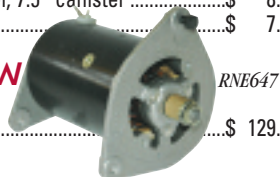
RNE590 4 cyl 2.25 ltr SIIA, III, pet/diesel, 5.5" canister\$ 8.50

RNE591 4 cyl 2.25 ltr SIIA, III, pet/diesel, 7.5" canister\$ 8.50

RNE589 4 cyl 2.0 litre Series I, petrol\$ 7.99

**Series II, IIA Generators NEW**

RNE647 C-40 type Generator, 2.25 litre P & D\$ 129.00



RNE647

NEW 12 Volt Lucas Style Alternator

PLF193 12 Volt Lucas Style Alternator for Series III\$ 99.50



PLF193

Starter Motor Assemblies

PLE867 Genuine LR, High Speed Cold-Climate Enhanced for all 3.5/3.9/4.0/4.2/4.6 litre petrol engines, New Bosch\$ 299.95

RNF197 2.25 & 2.6 litre petrol, Rebuilt *plus \$100 core charge\$ 269.00

PLD294 200 & 300 Tdi, New Bosch\$ 439.00



RNC011 Water Pump

NEW Water Pumps with Gasket**Series IIA, III 1961 - 1984**

RNF334 2.25 litre petrol, diesel, Genuine\$ 129.00

PLF334 2.25 litre petrol, diesel, ProLine\$ 49.50

PLC348 2.25 litre petrol, Military, ProLine\$ 99.50

Defender 90/110 1993 - 2006

RNC011 '93-1995 NAS, Water Pump, Genuine\$ 199.00

PLC011 '93-1995 NAS, Water Pump, ProLine\$ 89.00

RNC052 '97 D90 NAS, Water Pump, Genuine\$ 289.00

PLC052 '97 D90 NAS, Water Pump, ProLine\$ 79.00

RNH257 200 Tdi diesel, Water Pump, Genuine\$ 239.00

RNH258 300 Tdi diesel, Water Pump, Genuine\$ 128.00

RNH360 Td5 diesel, Water Pump, Genuine\$ 148.60

Discovery I 1994-1999

RNC052 Water Pump, Genuine\$ 289.00

PLC052 Water Pump, ProLine\$ 79.00

Discovery II 2000-2002

RNC052 Water Pump, Genuine\$ 289.00

PLC052 Water Pump, ProLine\$ 79.00

Range Rover Classic 1987-1995

RNC011 '87-1994, Water Pump, Genuine\$ 199.00

PLC011 '87-1994, Water Pump, ProLine\$ 89.00

RNC052 '95, Water Pump, Genuine\$ 289.00

PLC052 '95, Water Pump, ProLine\$ 79.00

Range Rover P38A 1995-2002

RNC052 '95-2002, Water Pump, Genuine\$ 289.00

PLC052 '95-2002, Water Pump, ProLine\$ 79.00

Hylomar Gasket Sealer

RNA681 Official sealer used by Land Rover during assembly. Supplied in 3.5 oz. tubes.\$ 10.95

Flex Couplers**GENUINE Flex Coupler for rear drive shaft, 95 Range Rover Classic & Discovery I, II**

RND196 Flex Coupler, Genuine with hardware\$ 98.20

PLD196 Flex Coupler, ProLine without hardware\$ 49.95



RND196

Genuine Hub Seal Kits

Includes Genuine hub seal, hub gasket, hub seal race and locker for hub nut.

Series II, IIA, & III

RNK552 Hub Seal Kit, Genuine (4 req)\$ 24.39

Defender 90/110 1993 - 1997

RNK5623 Hub Seal Kit, Genuine (4 req)\$ 7.90

Discovery I 1994 - 1999

RNK5623 Hub Seal Kit, Genuine (4 req)\$ 7.90

Range Rover Classic

RNK5621 1987-'89, Hub Seal Kit, Genuine (4 req)\$ 34.90

RNK5622 1990-'92, Hub Seal Kit, Genuine (4 req)\$ 8.60

RNK5623 1993-'95, Hub Seal Kit, Genuine (4 req)\$ 7.90



Drive Shafts

PLK4100 Proline Discovery I Rear Drive Shaft Update Kit replaces Flex Coupler Drive Shaft with Twin U-Joint type. Includes new rear Drive Shaft and 4 bolt Differential. Flange kit.....\$ 349.50

Drive Shaft Assemblies with U Joints

PLF315 Front 88 & 109 Series II, IIA, III 88 & 109.....\$ 159.95

PLE189 Rear 88 Series II, IIA, III 88.....\$ 178.45

PLF358 Rear 109 Series II, IIA.....\$ 199.45

PLE201 Rear Defender 90 V8.....\$ 279.00

PLD665 Front Discovery II.....\$ 399.00

PLD473 Rear Discovery I & Range Rover Classic 100 inch...\$ 239.95

U Joint Kit

RNE598 Front & Rear Ser. II, 90, 110, Dsco I, RRC Genuine...\$ 44.90

PLE598 Front & Rear Ser. II, 90, 110, Dsco I, RRC ProLine ...\$ 18.95

RNF411 Front & Rear Dsco I, RRC, Front 90, 110, Genuine ...\$ 69.00

RNE611 Rear Defender 90, 110, Genuine\$ 59.95

RNE604 Front & Rear Ser. IIA, III 1964 on\$ 66.94

PLE604 Front & Rear Ser. IIA, III 1964 on\$ 18.95

Genuine Air Filters

Defender 90/110 1993 - 1997

RNF950 NAS 90,110 V8 Genuine\$ 11.99

RNH382 200 Tdi Diesel Genuine\$ 29.35

RNH383 300 Tdi Diesel Genuine\$ 29.50

RNF147 Td5 Diesel Genuine\$ 17.99

Discovery I 1994 - 1999

RNF010 Discovery I Genuine.....\$ 9.63

Discovery II 2000-2002

RNF147 Genuine, All Discovery II models Genuine\$ 17.99

Range Rover Classic 1987-1995

RNF012 Range Rover Classic 1974-1985, (2 req) Genuine\$ 9.95

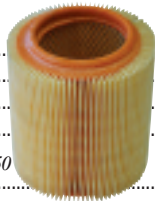
RNF950 Range Rover Classic 1987-1994 Genuine\$ 11.99

RNF010 Range Rover Classic 1995 Genuine\$ 9.63

Range Rover P38A 1995-2002

RNF011 Range Rover P38A 1995-1997 Genuine\$ 16.95

RNF147 Range Rover P38A 1998-2002 Genuine\$ 17.99



Automatic Transmission Filter Service Kits

(includes filter, pan gasket and O-rings) For Discovery I,II, Range Rover Classic, Range Rover P38A, 1997 Defender.

PLK312 ZF Trans. Filter Service Kit, 1987-2004.....\$ 32.50

RNK312 Genuine ZF Trans Filter Kit, 1987-2004\$ 84.50

PLK312 Auto Trans.
Filter Kit



O2 Sensors

Defender 90/110 1993 - 1997

RNE029 90/110 3.9 litre, Genuine, 2 req\$ 299.00

PLE029 90/110 3.9 litre, ProLine, 2 req\$ 136.45

RND292 90 4.0 litre, Genuine, 4 req.....\$ 379.00

Discovery I 1994 - 1999

RNE029 3.9 litre, Genuine, 2 req.....\$ 299.00

PLE029 3.9 litre, ProLine, 2 req\$ 136.45

RND290 4.0 litre, Genuine, 4 req.....\$ 199.00

RND292 4.0 litre w/AEL, Genuine, 4 req\$ 379.00

Discovery II 2000-2002

RNE910 Front, Genuine, 2 req.....\$ 119.00

PLE910 Front, ProLine, 2 req\$ 79.90

RNE892 Rear, Genuine, 2 req.....\$ 88.50

PLE892 Rear, ProLine, 2 req.....\$ 74.95

Range Rover Classic 1987-1995

RNE029 All models, Genuine, 2 req\$ 299.00

PLE029 All models, ProLine, 2 req\$ 136.45

Range Rover P38A 1995-2002

RND290 '95-'97 to VA350101, Front & Rear, Genuine, 4req.....\$ 199.00

RND292 '97-'98 from VA350102 to WA410481,

Front & Rear, Genuine, 4 req\$ 379.00

RNE893 '99-'02 from XA410482, Front, Genuine, 2 req\$ 119.00

PLE910 '99-'02 from XA410482, Front, ProLine, 2 req\$ 79.90

RNE892 '99-'02 from XA410482, Rear, Genuine, 2 req\$ 88.50

PLE892 '99-'02 from XA410482, Rear, ProLine, 2 req.....\$ 74.95



New Distributor Assemblies

RNI019 V8 EFI Distributor Assembly Genuine 3.5, 3.9, 4.2.....\$ 699.00

PLI019 V8 EFI Distributor Assembly ProLine 3.5, 3.9, 4.2\$ 269.00

PLE143 Series II, IIA & III 2.25L 4 cylinder models.....\$ 129.00



RNI019
V8 EFI Genuine
\$ 699.00



PLI019
V8 EFI ProLine
\$ 269.00



PLE143
Series 2.25L
\$ 129.00

**NORTH AMERICA'S SOURCE FOR
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NRP PERFORMANCE EXHAUST

THE ULTIMATE IN FIT, PERFORMANCE, & SOUND

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

NRP Rear Stainless Steel Performance Exhaust

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	\$ 649.95
RNE0005	Discovery I, '94-1999	\$ 628.95
RNE0009	Discovery II, 2000-2002	\$ 629.95
RNE0005	Range Rover Classic 1990 on	\$ 628.95
<i>(Range Rover '87-89 requires complete performance exhaust system)</i>		
RNE0006	Range Rover 1995 - 1998, single outlet P38A, 4.0 / 4.6	\$ 660.45

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, both 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	\$1449.00
RNE0022	Automatic Gearbox '97	\$1449.00

Defender 110

RNE0024	Manual Gearbox '93	\$1489.00
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Discovery I

RNE0013	Discovery I, Manual, '94-1995	\$1479.00
RNE0033	Discovery I, Automatic, '94-1995	\$1479.00
RNE0023	Discovery I, Automatic, '96 on	\$1479.00
RNE0043	Discovery I, Manual, '96 on	\$1459.00

Range Rover Classic

RNE0014	Range Rover Classic '87-88	\$1679.00
RNE0019	Range Rover Classic '89	\$1639.00
RNE0015	Range Rover Classic '90-95 100"	\$1479.00
RNE0025	Range Rover Classic '93-95 108" (LWB)	\$1449.00

NRP 88" Series II-III Stainless

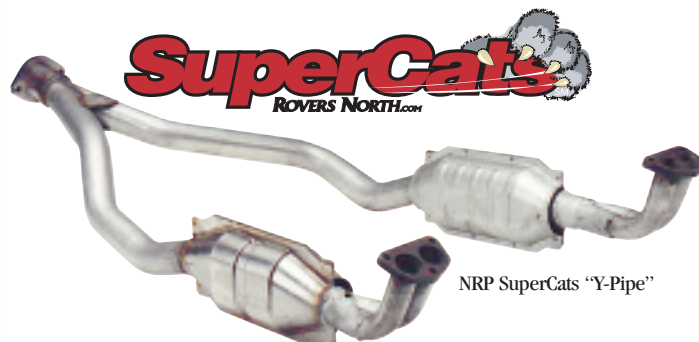
Steel Exhaust System

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	\$ 569.00
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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	\$ 859.00
RNE0021	Defender 90, 1997	\$ 859.00
RNE0021	Discovery I, Automatic, 1994-1995	\$ 859.00
RNE0021	Discovery I, Automatic, 1996-1999	\$ 859.00
RNE0020	Discovery I, Manual, 1994-1995	\$ 859.00
RNE0221	Discovery I, Manual, 1996-1999	\$ 839.00
RNE0021	Range Rover Classic 100"	\$ 859.00
RNE0011	Range Rover Classic LWB	\$ 829.00

A GREAT INEXPENSIVE ALTERNATIVE



This "Y-Pipe" is a great value, & comes w/ a 24 month warranty.

PLE122	Range Rover Classic 3.9, 1994-95 Discovery only	\$ 589.00
PLH580	Range Rover Classic LWB	\$ 699.00
PLE902	Discovery I, Automatic, 1996-1999	\$ 598.00

Rovers North recommends replacing your O2 Sensors upon fit.
(See pg 43 for our full listing)

RNE029	Discovery I 3.9 litre, Genuine, 2 req	\$ 299.00
PLE029	Discovery I 3.9 litre, ProLine, 2 req	\$ 136.45
RNE029	Range Rover Classic All models, Genuine, 2 req	\$ 299.00
PLE029	Range Rover Classic All models, ProLine, 2 req	\$ 136.45

Gaskets sold separately Fit between manifold and Y Pipe

RNE888	Exhaust Gaskets (2 required) Genuine	\$ 12.50
PLE888	Exhaust Gaskets (2 required) ProLine	\$ 5.00

Find all O2 Sensors on pg 43

Protect Your Investment

Global defense against the elements for your entire vehicle

Under Body Protection

RNW5005	Waxoyl Professional Hardwax. Tough, black underbody protection, 5 liter tin	\$139.50
RNW5017	Hi-flow application gun for Waxoyl Professional Hardwax.	\$ 34.20

Cavity Protection

RNW5003	Waxoyl Professional 120-4 clear cavity wax, 5 liter tin.	\$139.50
RNW5003	HRS Spray Gun for Waxoyl Professional 120-4 (Required application wands sold separately.)	\$157.43
RNW5014	K-4 Wand, unidirectional spray tip for external and cavity application of 120-4.....	\$ 39.00
RNW5013	K-3 Wand, 360° spray tip for applying 120-4 inside cavities.	\$199.22

Buy a Professional starter kit and SAVE!

WAX2	Two gun starter kit. Includes one 5 liter tin of Hardwax with the hi-flow HW-98 gun, one 5 liter tin of 120-4 and the HRS Spray Gun with K-4 and K-3 wands for applying 120-4.	\$498.59
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“They Picked Your Land Rover?!”

Story by
J e f f A r o n s o n

Photos by
M a t t M a r t i n

It comes as no surprise

that the iconic shape of a Land Rover graces so many advertising catalogues. However, in a decision certain to shock the Land Rover community, L. L. Bean chose the QE I, my Land Rover, for their Spring Outdoor Enthusiast Catalogue.

As a shameless media hound, I'd like to believe that my fame as an off-road driver and Land Rover writer made this decision a drop kick. The truth, to my dismay, would prove otherwise.

Pam Jack, a senior producer for L. L. Bean, knows the appeal of Land Rovers. “I'd been in a Land Rover before – a Range Rover. I lived in Hollywood and was in several chosen as picture cars in shoots. One TV pilot had a character with a new Range Rover. I was ‘forced’ to go get it – of course, someone had to do the hard work!”

“Once the decision was made to include a classic car, a Land Rover was a natural choice,” Pam noted. This time, though, she had only a short time to find a Series Land Rover for a September photo shoot in Bar Harbor, ME. Despite her long experience in satisfying the whims of catalogue art directors, this task was proving to be a hairball. Two weeks before the scheduled session, she still had not found the Land Rover. A phone call to East Coast Rover, a search of the Rovers North web site and the RN Forum, and not long after, I found a private message asking whether I'd agree to have my Rover be part of this L. L. Bean catalogue.

“Once the decision was made to include a classic car, a Land Rover was a natural choice”





Smug and vainglorious, I sent off photos of the worn-out red QM I and the tidier green QE I, photos taken when both Rovers were cleaner and neater – deceptive and unethical, yes, but effective. They were, after all, desperate. The shoot was less than a week away.

Now I confronted an ugly truth. The QE I had to be cleaned up after its daily use as a work vehicle. All traces of tree cutting and clearing, groundskeeping and summer caretaker work needed to disappear. Fashion models probably don't want to sit on dirty, greasy seats, either. My dash bulkhead collection of R&B cassettes, New England maps, bottle caps, lumber yard receipts, wire ties and insect repellent had to be stored elsewhere. The off-road kinetic rope, tow strap and shackles could not come along. Emptying the car took a long time Tuesday night.

On Wednesday morning, I started by washing the car, twice. Removing the surface grunge only made the car uglier. I dug out the Waxoyl paint enhancement/polishing kit that I had bought 9 months ago from Rovers North and read the instructions for the first time. Skeptically, I sprayed the surface with the lubricant and rubbed it with the clay bar – wow, it worked great! I swapped out the torn rear floor mat and rear jump seats with items I'd once been too lazy to install. I made the ferry and checked into a motel on the mainland. In their parking lot, I applied two coats of wax and brushed out the interior. I made a few trips to a nearby

auto parts store to buy more cleaning products but by dusk, I had a gleaming, clean Rover – a mere 12 hours of toil!

I made the 2-hour drive to Bar Harbor the next morning. Meanwhile, a very skeptical and fearful Mark Letorney had dispatched Matt Martin of the Rovers North staff to ascertain the veracity of my claims and determine whether I would sully the Land Rover community. We met at a Dunkin Donuts; using my off-road navigation skills, I took Matt on a leisurely tour to Mt. Desert Island while passing the photo shoot location twice.



The QE I joined a 60-foot tour bus, a 40-foot box truck, and a photographer's equipment vehicle, 6 toned and tanned female and male models, a chef/driver, a crew to move gear out of the truck, a producer, art director, photographer, make-up artist and many production assistants, even a dog and its trainer. A park ranger helped assure that the production did not interfere with area tourists and visitors.

Elise Plakke, the art director for this catalogue, stared at my Land Rover with a gimlet eye. "The light green paint on your Land Rover is perfect – it softens the overall look of its robust nature - making it complimentary to our models – but that canvas top and



“Despite my clean
Rovers North
t-shirt, my photo call
never came.”

frame have to go.” So I unbolted the hoop set and set them in the woods for the day. “Good,” she said, “without the top we can fill it to the max, as it should be on any good road trip!” My efforts to polish the car almost made the grade, but Elise sent out a production person with ammonia and cloths to clean the windows, inside and out (In 18 years of ownership of this Land Rover, I’ve never considered cleaning the windows; that’s why there’s rain).

I parked the car as requested and then waited for my media call – surely, the fit and strikingly beautiful/handsome models would insist I join them behind the steering wheel. They certainly fawned and cooed over the dog, a Vizula named, who put her dirty feet on my newly-cleaned seats. I didn’t whine when one stunning model rested her left foot on the clutch as she smiled to the camera; feeling big-natured, I let her ride the clutch. As I watched the production team load up the rear with camping gear, kayaks, coolers and artfully-arranged firewood, I resisted the temptation to drive off with the awesome goods.

Matt Martin, Rovers North’s Marketing Manager, clearly understood all that went on around him. He swapped art director chatter with everyone, nodded knowingly as he listened to the photography team and remained on site for the entire day before starting out on his 8-hour drive back to Vermont. Matt also joined me in raiding the tour bus of its outstanding lunch buffet and endless variety of snacks. For my part, I moved the car a few times, helped move kayaks and gear, and stayed out of the way. Despite my clean Rovers North t-shirt, my photo call never came.

At sunset, the production team packed up with remarkable speed as I laboriously reassembled the hoop set and set the soft top. The QE I, still clean and now featuring shiny window glass, looked pretty good to me. Elise Plakke summed up the appeal of a Land Rover. “It’s rugged and honest. Its resilient nature is to be what it set out to be — and no more - is a truth. This multi-purpose vehicle is resourceful and responsible. Like Land Rover, the L.L. Bean brand prides itself on similar values, this type of rugged utilitarianism, speaking to the importance of function following form.” Right ho — that’s what I meant to say, too.



(A) 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\$ 39.95 ea

(B) Replacement Headlamp Bulbs

RNE800 H4 Land Rover Genuine Xenon Bulb, Single.....\$ 18.28
 RNE880 H4 Land Rover Genuine Xenon Bulb, Set.....\$ 30.19
 RNE869* H4 80w low/100w high (off-road use only).....\$ 9.95
 RNE852 * H4 55w low/100w high (off-road use only).....\$ 9.95
 RNH241 Land Rover Genuine Bulb Kit.....\$ 43.85

* RNE869, RNE852 must use additional relays.

(C) 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\$ 79.50
 RNC682 Hella 500 Clear Fog Lamp Kit.....\$ 79.50
 RNC683 Hella 500 Amber Fog Lamp Kit\$ 73.45
 RNC699 Hella 500 Stone Shield.....\$ 9.50 ea
 RNC701 Hella 500 Clear Cover.....\$ 10.90 ea

(D) 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\$ 89.00
 RNH263 Hella 550 Clear Fog Lamp Kit.....\$ 93.50
 RNH333 Hella 550 Amber Fog Lamp Kit\$ 96.00
 RNH914 550 Stone Shields\$ 6.56
 RNC702 Hella 550 Clear Cover.....\$ 11.03 ea

(E) Hella Cat Eye FF50

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

RNH337 Hella FF50 Driving Lamp Kit\$ 99.95
 RNH338 Hella FF50 Fog Lamp Kit.....\$ 92.35
 RNF675 Replacement Hella bulb H3 55w\$ 6.54
 RNF665 Replacement Hella bulb H3 100w (relay required).....\$ 5.76
 RNE234 15 amp with fuse.....\$ 12.50
 RNC715 12 volt / 30 amp\$ 8.95

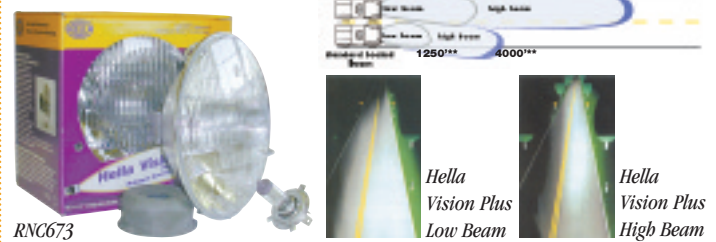
(F) Hella Rear Flood Work Lamp Kit

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.

RNA635 Genuine Land Rover Work Lamp Kit\$ 96.79
 RNC950 Hella Dual Beam Work Lamp Kit.....\$ 198.00
 RNE675 Replacement Hella Bulb H3 55w (for RNC950).....\$ 3.14 ea
 RNF665 Replacement Hella Bulb H3 100w (relay required).....\$ 5.76 ea



A



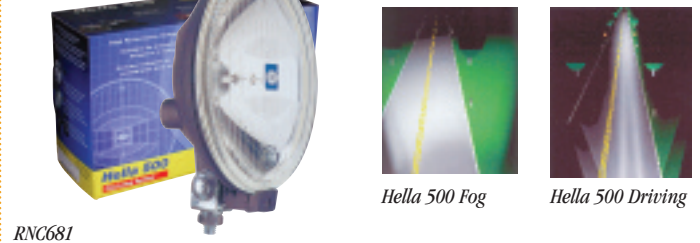
RNC673

B



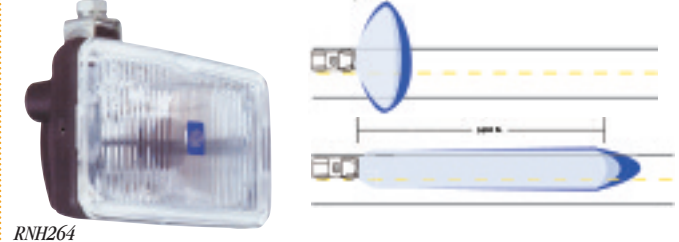
RNH241

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RNC681

D



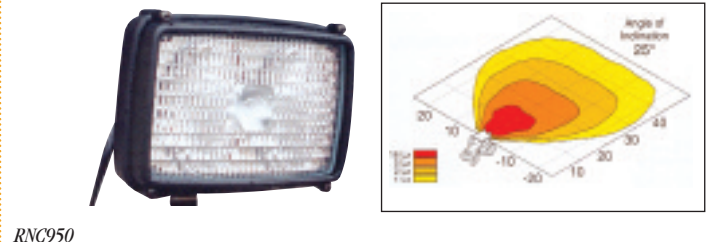
RNH264

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RNH337

F



RNC950

(G) 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	\$ 239.00	
RNK5804	Hella Rallye 1000 Black Magic, Land Rover grilles	\$ 279.00	
RNC705	Stone Shield.....	\$ 13.50	ea
RNC698	Clear Cover	\$ 10.99	ea
RND266	Replacement Hella Bulb H2 55w.....	\$ 3.98	
RNH334	Replacement Hella Bulb H2 100w.....	\$ 7.30	

(H) Hella Rallye 3000 Cool Blue

The Rallye 3000 has been a proven partner for truckers and off-road drivers for years. Now a version is also available with a Cool Blue lens: a combination of the familiar excellent luminous efficiency with a fresh appearance. Features: Blue lens creates a unique styling effect on any vehicle when lamp is off and produces a sharp, white beam when lamp is on. High quality Free Form (FF) reflector, Low weight with sturdy reinforced ABS plastic housing (important for roof attachment), bonded watertight assembly. Wiring harness sold separately. Dimensions: 9 15/16" H x 8 12/16" W x 4 15/16" D. Off-road use only.

74545	Hella Rallye 3000 Cool Blue Driving Lamp (7000 ft.).....	\$ 104.50	ea
74546	Hella Rallye 3000 Cool Blue Euro Lamp (13,300 ft.).....	\$ 145.95	ea
78105	Replacement Hella Bulb H1 12V 55W	\$ 3.90	ea
78110	Replacement Hella Bulb H1 12V 100W	\$ 5.20	ea
87199	Hella Wiring Harness	\$ 53.85	
77625	Grille Set Rally 3000.....	\$ 28.30	
79381	Stone Shield Hella 3000	\$ 12.55	

(I) Hella Rallye 4000

The perfect lamp for the roof rack or front of your Land Rover - with a corrosion resistant metal housing, waterproof 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.....	\$ 289.00	
RNC677	Rallye 4000 Fog Lamp (inc. stone shield)	\$ 104.99	ea
RNC678	Rallye 4000 Euro Driving Beam (inc. stone shield)	\$ 119.00	ea
RNC679	Rallye 4000 Pencil Beam (inc. stone shield)	\$ 112.50	ea
RNC717	Hella Rallye 4000 Wiring Harness.....	\$ 64.00	ea
RNC708	Protective Grille	\$ 22.99	ea
RNC709	Replacement Stone Shield.....	\$ 13.95	ea
RNC700	Clear Cover	\$ 10.49	ea
RND282	Replacement Bulb H1 12V 55W for all except fog lamp	\$ 3.90	ea
RNH335	Replacement Bulb H1 12V 100W (relay required).....	\$ 5.20	ea
RNE675	Replacement Bulb H3 12V 55w for fog lamp.....	\$ 3.14	ea

(J) Hella Rallye 4000 Compact

The Hella Rallye 4000 Compact packs all the performance and durability you have come to expect from the Rallye 4000 Series, and is now 24% smaller! Features include a high-boost Free-Form (FF) reflector for a precise driving beam, optics-free glass lens, CELIS light guide ring that uses the most powerful LED currently available, and a die-cast housing to provide durability year after year. Measuring 6.69", it is perfect for today's smaller light bars and front grilles. 6.77"H x 6.69"W x 4.49"D

009094181	Black Euro Beam	\$ 135.00	
009094042	Black Euro Beam w/CELIS	\$ 280.88	
009094031	Chrome Euro Beam	\$ 169.58	
009094051	Chrome Euro Beam w/CELIS	\$ 303.45	

(K) Lighting Accessories - Hella Relays - all Models

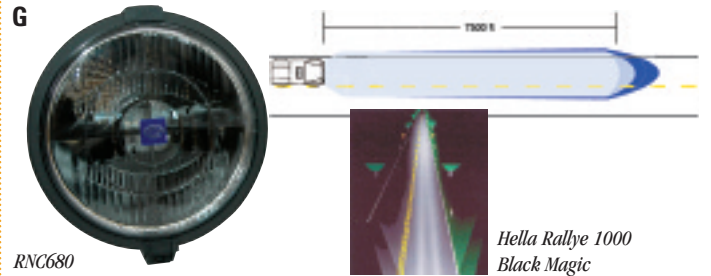
Hella relays provide improved performance of electrical accessories by reducing the voltage drop that occurs when power is routed directly through a switch.

RNE234	15A Hella relay with fuse.....	\$ 12.50	
87106	30A Hella relay	\$ 8.95	
87199	Hella Wiring Harness	\$ 53.85	

(L) Hella Map Lamp

Flexible attachment provides reading light for maps.

RNA671	\$ 42.50	
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BEHIND THE STEERING WHEEL

By Jeffrey B. Aronson

Whenever I change the oil and filter on either Land Rover, I also check the fluid levels in the transmission, transfer case, overdrive, front and rear axles, swivel balls and steering box. It's very telling that the latter items - professionally replaced on the QE I by East Coast Rover with Genuine Parts from Rovers North - don't leak and don't require topping up. On the other hand, the transmission that I rebuilt myself and the transfer case and axles that I've ignored, always require topping up. The Fairey overdrive does not leak, despite the fact I installed it myself.

Contemporary cars and trucks just don't use the amount of hypoid as my Rovers; the local garagiste finally said "get your own," when I asked to purchase 20-30 pumps from his depleted supply pail. So this Christmas Santa brought me my very own bucket and hand pump. Feeling flush with the good stuff, I decided to consider changing out the fluids rather than just pumping fresh oil into gunk. Hypoid looks like amber maple syrup, or bitter ale, when new; after considerable time in the differentials of my Rover, it looks like molasses, or black and tan. While the transmission hypoid looked pretty clean when drained down my arm and into a pan, the differential fluids looked as black as abused motor oil.

A Rover will travel a considerable distance without hypoid oil lubricating critical drivetrain components, but don't try this at home. One time the drain plug on my overdrive fell off somewhere during the 270 miles trip from Caribou and Kennebunk, ME. You could roast a turkey on the heat of the overdrive case when I stopped for fuel, but the components still turned [it was pronounced DOA when the unit was shipped to Rovers North for rebuilding]. "Blue" is not a favorite color for gears.

Gear oil stinks, ruins your clothing and won't wash off easily, so lubrication is one of those often-avoided maintenance chores. If your cars don't leak consider synthetic alternatives or the fluid grease sachets used on Defender, Range Rover Classic and Discoverys. Whichever compound you prefer, it's worth topping it up or, better yet, changing it out regularly.

Before "Cool Britannia," there was "England Swings." A hallmark of this time was the wry understatement of British humor. It made as much of an impact as British music and trendy clothing (well, miniskirts did capture my attention first). Self-deprecating humor found its way into automotive advertising and the Rover Company showed up with a wonderful series of ads here and at home (thanks, too, to VW).

One ad entitled, "The Land-Rover and Crime," touted the vehicle "preferred by the police of 37 countries and the bandits of at least 1." It celebrated the advantages of Land Rovers to the elite of the bank robber community. The 1963 Great Train Robbery [*£2,500,000 or \$7,000,000*] "brought the title back to England." The ad claimed that "the Land-Rovers were given the arduous getaway assignment not only for their rugged dependability, but for the capacious rear door, as well. Bank notes in excess of so many tend to be cumbersome. When you are trying to on-load literally bags and bags of the stuff you simply haven't got the time to aim nicely; it's not like darts."

The advertising came back to mind when Malaysian police investigated a robbery last October. The thieves' chosen transportation, a stolen 1.0 liter Perodua Kelisa, could only hold \$524,000 of the \$1.3 million taken from a security van. A police official labeled the perps "stupid" for choosing such a "ridiculous vehicle" for their getaway car. Good thing they didn't have a Land Rover.

There Will Always Be an England Department:

It was a Monty Python moment. As part of the political "devolution" movement in the UK, the Welsh have all traffic signs in English translated into Welsh. So a sign in English that read "No entry for heavy goods vehicles. Residential site entry only" was sent via email to the Ministry of Other Languages so it could be painted in the Welsh language. However apparently no one at the sign shop read Welsh.

The result certainly puzzled drivers; the new Welsh sign read "Dwi mo i mewn 'r swydd am 'r amrantun. Anfon unrhyw gweithia at bod cyfieithedig at ____".

Translate that back into English and the sign read "I am not in the office at the moment. Send any work to be translated to ____".

Sonim, a US-based cellphone company, has just announced that they will create three different Land Rover branded cellphones in over 40 countries. According to their press release, the Land Rover mobile phones will be "submersible, Bluetooth-compliant and certified to withstand salt, fog, humidity, transport and thermal shock and a 1.6-metre drop to concrete from any angle." In a nod to green technology, the phones packaging forms a long-lasting re-useable rugged water resistant protective case. This is made from XENOY, a revolutionary post-consumer plastic derived mostly from used plastic bottles and film.

As world travelers know, most US-enabled cellphones don't work outside of North America; that's because we have yet to adopt cellular signal standards applicable in the rest of the world. Nevertheless, Land Rover and Sonim claim to be "thrilled about the opportunity to further connect with global adventurers through durable phones and this truly breakthrough form of packaging."

A cellphone has been a handy accessory in my Series II-A, although cellular service in much of northern New England falls below that of sub-Saharan Africa. There's a reason that Verizon, which started out in New England, created a cellphone ad campaign asking "Can you hear me now?" The answer around here is generally, "No."

A Land Rover phone that is "submersible" could be helpful during river crossing or just during major rain and snow storms. "Salt, fog, and humidity" are standard fare weatherwise. However, the only "Bluetooth" I confront is the color of my lips and teeth in the winter while waiting for the Rover to produce heat.

So this new phone might appeal to Range Rover and Discovery/LR3 owners, but what a Series owner really needs in a cellphone is superb sound transmission and reception quality. I know that safety concerns *[and some state laws]* dictate that you pull over when talking on a cellphone; as a Series owner, though, it's a necessity because you can't be heard over the combined engine noise, gear whine, wind rush and banging about of cargo. As for hands-free systems, well, you try screaming in a Series Rover at 60 mph. See if you can be heard.

The complexity of contemporary automobiles continues unabated. As the New York Times wrote, "the car has become a cocoon of connectivity, entertainment and convenience, with Internet hookups in the dashboard, DVD players in headrests and refrigerators in the console." I'm still working on an interior light!

"Customers are expecting their vehicles to keep up with what's going on in their homes, whether it's computers, audio equipment or even home theaters," said Jim Buczkowski, head of electronic systems engineering for the Ford Motor Company. As an example, this year there are 257 models of automobiles that connect with an iPod; 260 car models come with optional satellite radios. Hmm..my Series Rovers don't even have radios.

Natalie Neff, AutoWeek's road test editor, wrote a hysterical piece about her efforts to get the Sync in a Ford to talk to her iPod. She noted that "no matter what accent I assumed, no matter how correctly or bizarrely I pronounced the band's name, no matter how clever were my attempts to get

it to recognize my request, Sync stymied me." I know just how she feels. Whenever I yell at my Land Rover, it doesn't listen to me, either.

As we go to press the fate of the US "Big Three" still seems precarious. Globally, automobile manufacturers face considerable challenges and many have turned to their home governments for assistance.

Land Rover and Jaguar are not immune to these trends. For Christmas 2008 around 850 staffers in engineering and IT, in Solihull, Gaydon, Castle Bromwich and Whitley lost their positions. This represents about 50% of those service agencies. The Solihull plant will close down for three weeks around Christmas and New Years to reduce vehicle inventory.



A Hunter for the *Eye*



Story & Photos by Taka Amano

[Taka Amano, Newark, NJ, is an industrial designer and woodworker whose ideas and skills transformed a Range Rover Hunter. Here's how —ed.]

It seems that everyone who owns a Range Rover Classic has their own story to tell, and knowing them has given me pleasure, comfort, and a sense of kinship. Three years ago, I was lucky enough to buy a 1991 Hunter Edition in Aspen White. The original owner must have been a weekend driver because the car was well kept and the mileage on the odometer was low, 100,000 miles. I fell for this Range Rover Classic at first sight, particularly when I looked underneath and saw its impressively constructed framework. Though in need of work, the structure was sturdily built, especially the front axle's swivel housings. So, I started my 20-mile commute to work, and my love affair with the Range Rover Classic began. My studio windows look down on the parking lot, and often, I would find myself looking at my RRC. From the first test drive, the Range Rover was a pleasure; even slow traffic does not slow me down from the enjoyment of being inside. It also gives me time to study my car.

I wonder if everyone feels the same as I did when they first sit inside a Range Rover. I noticed that my initial view, facing out, was so clean. Each window frames and sharpens my focus. It is amazing to me. I think that this openness occurs because the architect strictly followed what the concept of a canopy should be — roof as roof, pillar as pillar, window as window. The Range Rover Classic is straightforward and adheres to the basic conception of its own architecture, which creates its honest personality. This essential quality is what most appeals to me. It makes me feel healthy! With other vehicles, the experience is more like hiding in or peeking out from a cave.

One evening, I was walking to my Range Rover to drive home when I noticed something was wrong. The tailgate was up in the air; someone had broken in. Fortunately, nothing was missing but the consol box had been tampered with.

I experienced this as a violation, but it was this feeling that inspired me to recondition the car, and essentially, to make it whole again. I asked Steve Haskell of Rovers North for advice who, in turn, introduced me to John and Emil of British Motor Cars. I found them to be great mechanics, knowledgeable with dependable information. With their help, my RRC was reborn!

As you may know, the Hunter model is fairly basic, so I took the opportunity to upgrade the car. I had the shop install front and rear sway bars, heavy-duty springs and shocks, front spoiler with fog lamps, wheel spacers, a stainless steel exhaust system and side steps. Then I set out to upgrade the audio system. However, it was impossible to find a good audio specialist who does custom installation work, so I ended up doing the work myself. This way, I could do the job the way I wanted it to be done even though I'd never done this kind of work before. But once I started, I found I couldn't stop; the job almost became an obsession.

Perhaps the reason why I was so obsessive is because I had a connection with the Range Rover from early on. Many years ago, I was an industrial designer and worked at Toyota Motor Company for three years. I had just been hired at Toyota, I happened to be in the library of the design department, and came upon on a photograph of the Range Rover Classic for the very first time. Something piqued my interest, but I soon realized that my colleagues, who were mostly older than myself, were not. They felt it lacked the style of Italian car design, but what I saw then is what I see now.

Coincidentally, my first job for Toyota was to design a concept car for a forthcoming Tokyo auto show. Called the "RV-2" and subsequently shown in New York City, it was a prototype of an SUV. However, this did not mean that Toyota was already thinking of it for the marketplace. Most of their designers had no interest in or knowledge of this area. Even though they had the Land Cruiser, they listed it as a truck. All Toyota expected from their designers were seductive elements

of fashionable styling design so as to sell more cars. My proposition for the “RV-2” was fundamentally different from what Toyota’s direction had been. The reason why Toyota made the “RV-2” was because they needed something new and different for the auto show. But for me, I now see that this was my first chance to connect with the Range Rover. Of course, the “RV-2” looked different but, interestingly, the ideas of both are in the same arena. The “RV-2” was a sporty station wagon in the city and a camper in the country. The back half of the roof opened up to create a space for camping. This interconnection between city and country living would eventually change how

I could hear music without background noise. I used a material that absorbs vibration from the outside while creating silence within. I next constructed speaker enclosures for the door panels and the back end ceiling where the original units were placed. However, the new component system required some changes because of their larger size and the two-way system in which tweeters and woofers were separated with external crossovers. I made templates to check the locations for the enclosures, which were made of solid 3/8” thick aluminum plates with wood enforced boxes to keep the speaker units from vibrating.



we think of our living style forever. I think that the Range Rover Classic actually did this, and this idea also created the boom of the SUV later. In different ways, both were concerned with interrelating city and country life. My personal connection to the RRC started from my experience with the “RV-2.”

Working on the new audio system, I found myself redesigning the interior of the Range Rover in my mind. I wanted to see if the picture I had imagined and then sketched would fit the actual interior. When I realized that the drawings made sense, I was inspired to build it. I started with the audio system, of course, and first decided to insulate the entire body – bonnet, firewall to tailgate, ceiling, floor, and doors, so that

Then I built cabinets for the amps, CD changers, and 12” sub woofer. Since the space for the unit was limited, the fit became crucial. The dimensions and spacing were difficult to measure and design. There were many considerations. Amps must be cooled so I installed several mini-fans, five to vent and one to suck in air. Access was needed to the two CD-changers to exchange the CD-magazines, which required a cabinet door. A large sub-woofer must be separated from amps and CD-changers because the vibration can cause interference and impede their function so I made a separate box that could also hold tools. After all the audio units were in place, I was finally able to enjoy music from my new sound system, which set me

up for the next phase – the design of the console area since it still had its old scars from the intruder.

I decided to build a mock up model out of form core to see it in its actual size. I chose 3/8" thick aluminum plate to cover the entire surface and included mug holders that open and close and inset containers for cell phones or coins. I also used a separate aluminum plate to mount the window switches following the original layout. Since the stereo head unit needed extra room behind it for better cooling, I made a spacer made of 1/4" brass molding laminated on 3/8" aluminum plate.

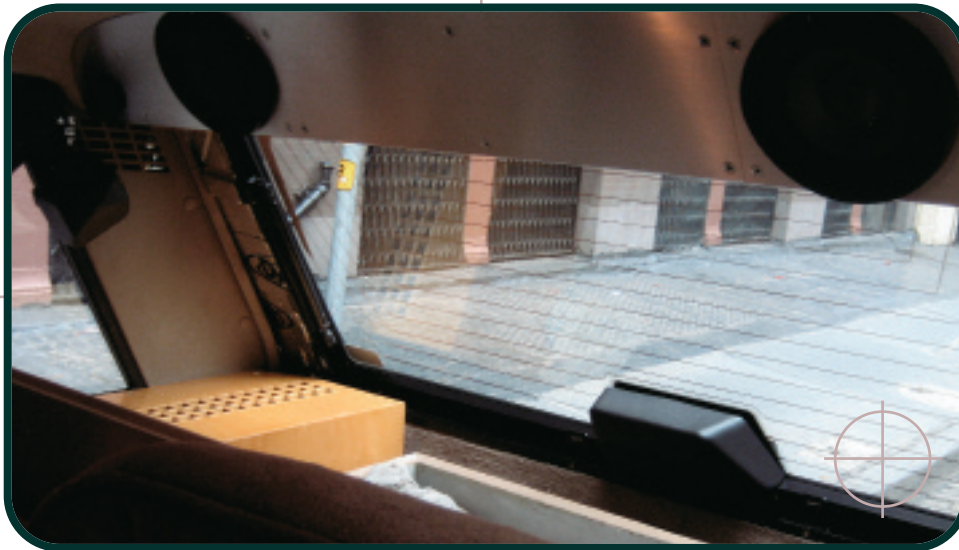
Embarking on the dashboard design, I began with the A/C louver panel, using the same continuous design in aluminum plate as the console. I first removed the five louvers, clock, and control knob for the side mirrors from the original frame panels. Then I planed the panels flat. I subsequently reinforced the frame panels with wood molding and epoxy to give them rigidity and strength to hold the aluminum plates. I remounted the original elements except for the second louver from the right so that more cool air could reach the driver's side. All gaps on the channel were sealed so that the air conditioning could circulate better. I also took the opportunity to fix the steering column covers that were partially cracked and could no longer hold hardware in place. I reinforced the side covers with epoxy and mounted metal blocks where the screws could be counter-sunk.

At last, I arrived at the top dashboard panel. For me, the design of the dashboard was the culminating event of my RRC project, so I really wanted it to celebrate how I felt about the vehicle. My idea was to use wood veneers to create a kind of collage with different veneers laminated next to each other onto a base. First, I made numerous models of the form of the base on which to laminate the veneers to reassure my own decision for the dashboard design. I created the collage using several veneers. I selected amboyna burl, a veneer from Africa, to be the key player in the collage, with walnut burl, a veneer from the Range Rover's home, England, to play a supporting role. Amboyna burl has a deep reddish color with complex

patterning in contrast the walnut burl's rich dark brown color. Together, the two lend a depth of complexity and warmth that contrasts nicely with the cool hue of the aluminum. I also placed 1/4" brass moldings for the border to unite the wood and the aluminum while also providing contrast. I made the defrosting louvers for the windshield and side windows not only to enhance the design, but also to improve their function. For the map tray lid, the difficulty was to figure out how it could smoothly open and shut, and yet still contribute to the dashboard design. At this point, the interior is essentially complete, although I am still tinkering with details, like adding wood door trims to match the dashboard using the same wood veneers.

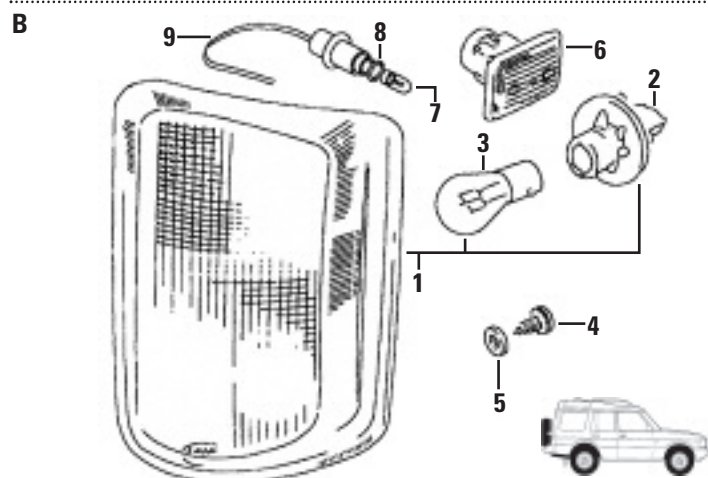
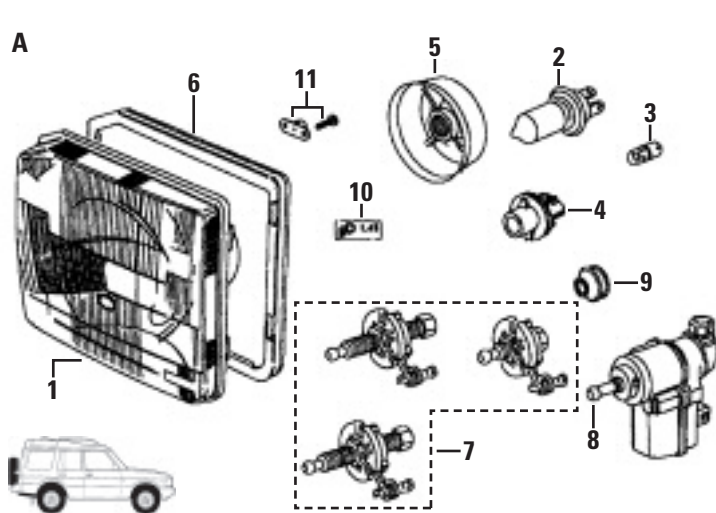
In retrospect, I think I could have used a different finish or adhesive for the laminated veneer work. I used an epoxy adhesive and a one part polyurethane varnish to deepen the rich patina and harden the surface. A different varnish could

have made the surface even harder, and a different adhesive in the epoxy family might have been better. I have noticed that some seam lines are beginning to appear, possibly due to changes in temperature and weather. Direct sunlight, in particular, affects the expansion and



shrinkage of all materials including veneer, adhesive, and varnish. Complicating the matter is the fact that even dry veneers contain some moisture. Now, I think I could have used an epoxy adhesive with permanent waterproofing and also an epoxy clear coat finish even though it doesn't create a rich patina. Perhaps a hot press could be used to flatten and dry the veneers as well.

I have found that my skills as a designer and woodworker have served me well in creating the interior of my Range Rover Classic. Another way to put this is that the RRC combines and represents my two-pronged career, and in so doing, is very important to me. At the same time, I have, as they say, learned from my mistakes. While this may be hard for a perfectionist like me, I do have a second chance – I have just acquired another Range Rover Classic, this time, 1994 County LWB.

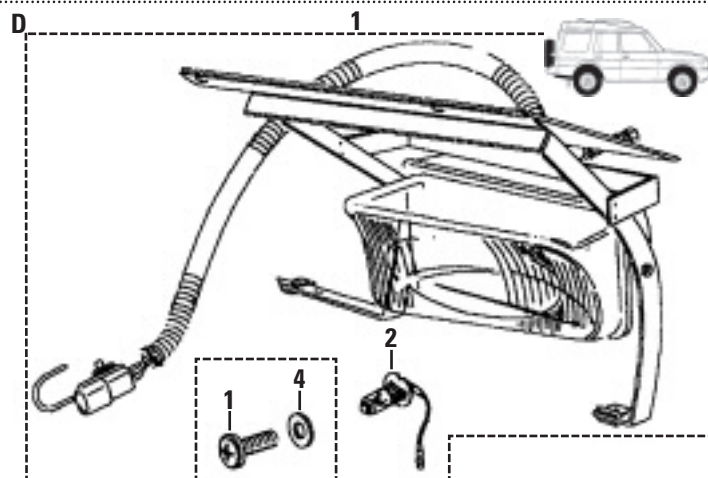
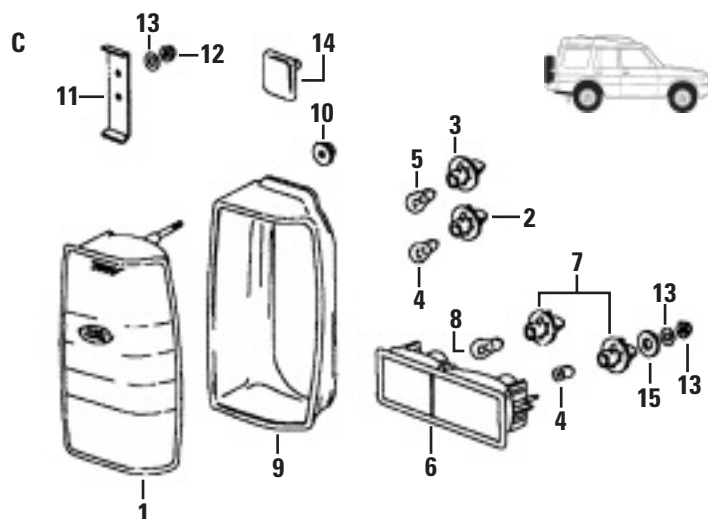


(A) Discovery I Head Lamps

1	RNE817	RH, Genuine	\$ 126.18
	RNE816	LH, Genuine	\$ 126.18
2	RNH804	Bulb H4 Quartz Halogen 60/55W, Genuine	\$ 14.09
	RNE800	Bulb Xenon H4 60/55W, Genuine	\$ 18.28
3	RNE672	Sidelamp Bulb, Genuine	\$ 0.83
4	RNE787	Bulb Holder, Genuine	\$ 12.61
5	RNE788	Rubber Bulb Cover, Genuine	\$ 10.52
6	RNE820	Lens Gasket RH, Genuine	\$ 16.82
	RNE819	Lens Gasket LH, Genuine	\$ 16.82
7	RNE798	Fixing Kit, Genuine	\$ 25.23
8	RNE995	Leveling Motor, Genuine	\$ 94.65
9	RNE996	Leveler Grommet, Genuine	\$ 0.42
10	RNE994	Headlamp Level Label, Genuine	\$ 0.95
11	RNE806	Headlamp Adjuster, Genuine	\$ 2.99

(B) Discovery I Front Indicator Lamp

1	RNE818	RH, Genuine	\$ 52.58
	PLE818C	RH, Proline	\$ 72.45
	RNE789	LH, Genuine	\$ 52.58
	PLE789C	LH, Proline	\$ 72.45
2	RNE799	Bulb Holder, Genuine	\$ 4.20
3	RNE627	Directional Bulb, Genuine	\$ 1.27
4	RNI210	Screw, Genuine	\$ 0.64
5	RNI211	Washer, Genuine	\$ 0.60
6	RNE810	Side Marker Lamp Assembly, Genuine	\$ 31.56
7	RNE672	Side Lamp Bulb, Genuine	\$ 0.83
8	RNE790	O Ring, Genuine	\$ 0.32
9	RNE803	Side Marker Harness, Genuine	\$ 84.13
	PLE803	Side Marker Harness, Proline	\$ 29.95

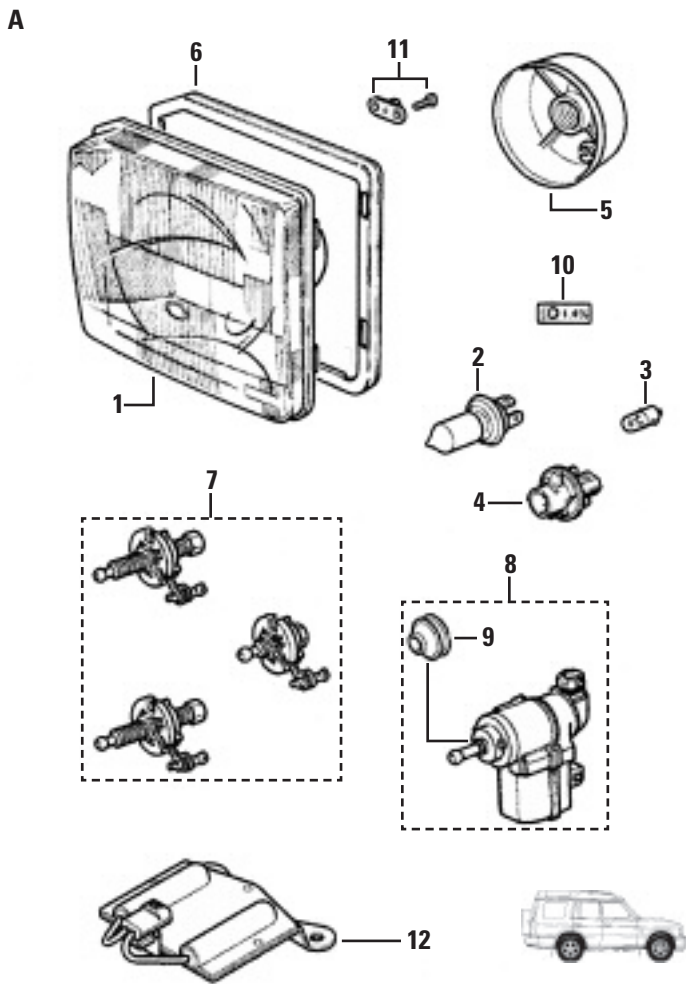


(C) Discovery I Rear Lamps

1	RNE782	RH (up to SA501704), Genuine	\$ 69.50
	RNE756	LH (up to SA501704), Genuine	\$ 69.50
	RNE779	RH (from SA501705), Genuine	\$ 91.50
	RNE785	LH (from SA501705), Genuine	\$ 91.50
2	RNE762	Bulb Holder Reverse, Genuine	\$ 12.61
3	RNE780	Bulb Holder Park, Genuine	\$ 12.61
4	RNE627	Bulb Directional 12V 21W, Genuine	\$ 1.27
5	RNE626	Bulb Stop/tail 12V 5/21W, Genuine	\$ 2.21
6	RNE758	Rear Directional Lamp RH, Genuine	\$ 42.06
	RNE784	Rear Directional Lamp LH, Genuine	\$ 42.06
7	RNE799	Directional Bulb Holder, Genuine	\$ 4.20
8	RNE676	Bulb Parking, Genuine	\$ 2.09
9	RNE769	Lamp Body Seal RH, Genuine	\$ 35.84
	RNE770	Lamp Body Seal LH, Genuine	\$ 35.84
10	RNI193	Hex Nut, Genuine	\$ 0.93
11	RNI194	Lamp Retaining Bracket, Genuine	\$ 10.52
12	RNI195	Hexagonal Nyloc Nut M5, Genuine	\$ 0.45
13	RNF415	Plain Washer 5mm, Genuine	\$ 0.66
14	RNE959	Blanking Plug, Genuine	\$ 10.52
15	RNI196	Plain Washer, Genuine	\$ 0.34

(D) Discovery I Fog Lamps

1	RNE813	RH, Genuine	\$ 126.18
	RNE812	LH, Genuine	\$ 126.18
2	RNE675	Fog Lamp Bulb H3 55W, Genuine	\$ 3.14
3	RNI191	Drive Screw, Genuine	\$ 1.53
4	RNI192	Washer, Genuine	\$ 0.42

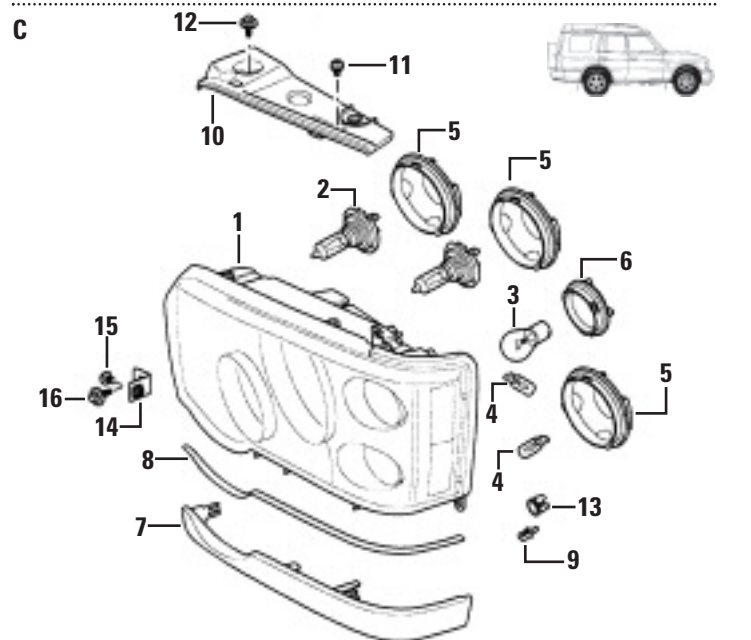
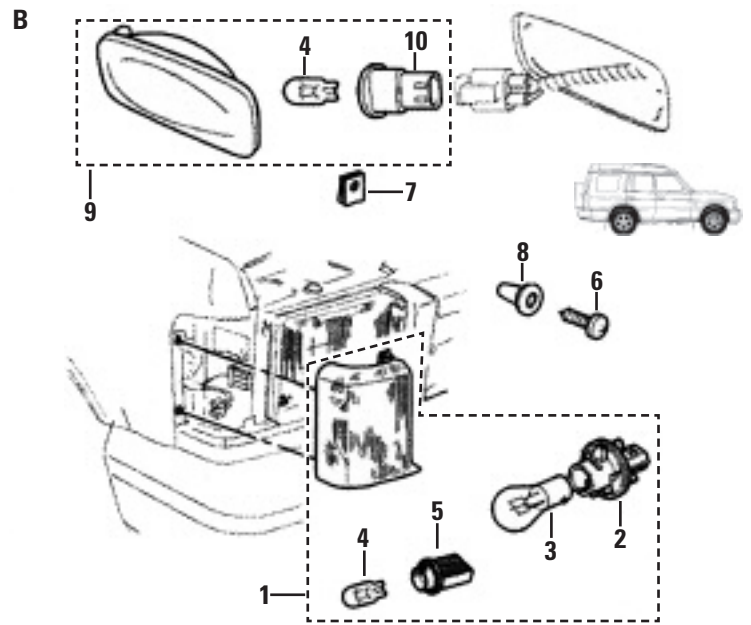


(A) Discovery II '99-'02 Head Lamps

1	RNE992	RH, Genuine	\$ 94.65
	RNE993	LH, Genuine	\$ 94.65
2	RNH804	Bulb H4 Quartz Halogen 60/55W, Genuine.....	\$ 14.09
	RNE800	Bulb Xenon H4 60/55W, Genuine	\$ 18.28
	RNE880	Bulb pair H4 60/55W, Genuine	\$ 30.19
3	RNE672	Bulb Sidelamp, Genuine.....	\$ 0.83
4	RNE787	Bulb Holder, Genuine.....	\$ 12.61
5	RNE788	Rubber Bulb Cover, Genuine	\$ 10.52
6	RNE820	Lens Gasket RH, Genuine	\$ 16.82
	RNE819	Lens Gasket LH, Genuine.....	\$ 16.82
7	RNE798	Headlamp Fixing Kit, Genuine	\$ 25.23
8	RNE995	Headlamp Leveling Motor, Genuine.....	\$ 94.65
9	RNE996	Headlamp Leveler Grommet, Genuine	\$ 0.42
10	RNE994	Headlamp Level Label, Genuine	\$ 0.95
11	RNE806	Headlamp Adjuster, Genuine	\$ 2.99
12	RNI200	Resistor Dim Dip, Genuine.....	\$ 69.19

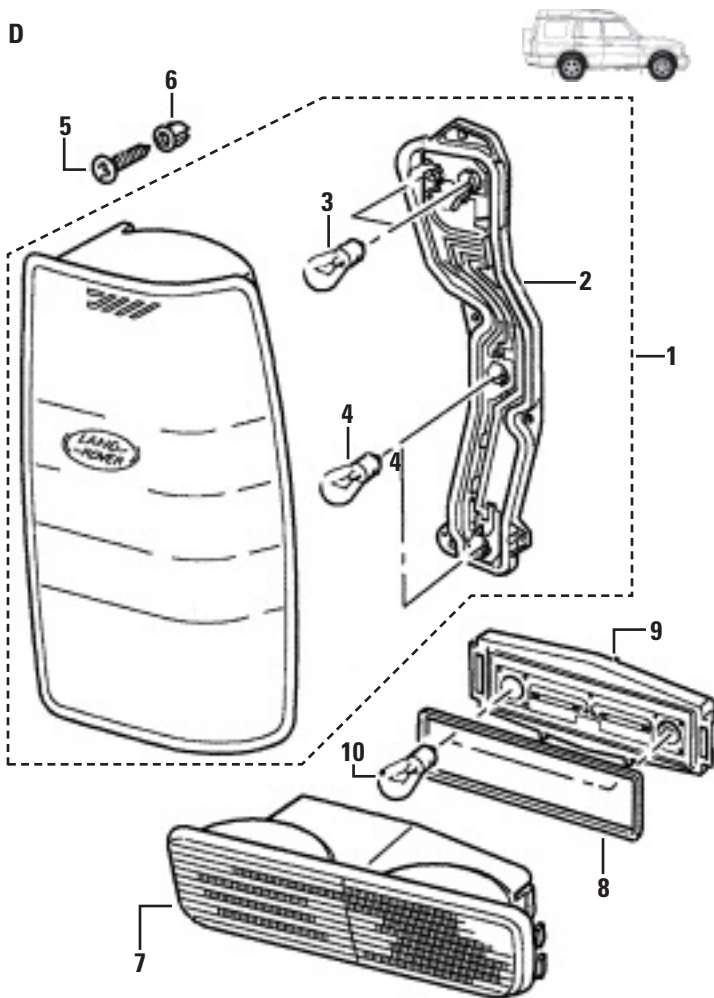
(B) Discovery II '99-'02 Front Indicator Lamp

1	RNF593	Directional Lamp Assembly RH, Genuine	\$ 42.06
	RNF594	Directional Lamp Assembly LH, Genuine.....	\$ 42.06
2	RNE799	Bulb Holder, Genuine.....	\$ 4.20
3	RNE627	Directional Bulb, Genuine.....	\$ 1.27
4	RNE672	Side Lamp Bulb, Genuine.....	\$ 0.83
5	RNE787	Bulb Holder, Genuine.....	\$ 12.61
6	RNI212	Self Tapping Screw M8 X 13mm, Genuine.....	\$ 0.62
7	RNI213	U Clip, Genuine	\$ 0.95
8	RNI214	Cupsac, Genuine	\$ 0.64
9	RNF595	Auxiliary Light Repeater, Genuine.....	\$ 31.56
10	RNF596	Bulb Holder, Genuine.....	\$ 12.61



(C) Discovery II '03-'04 Head & Indicator Lamp

1	RNI220	Headlamp Assembly RH, Genuine	\$ 318.62
	RNI221	Headlamp Assembly LH, Genuine	\$ 318.62
2	RNH616	Headlamp Bulb 55W H7, Genuine	\$ 9.59
3	RNI197	Indicator Bulb 12V 21W, Genuine.....	\$ 3.26
4	RNI222	Side Marker Bulb, Genuine	\$ 1.24
5	RNI223	Bulb Cover, Genuine	\$ 21.02
6	RNI224	Bulb Cover, Genuine	\$ 42.06
7	RNI225	Headlamp Finisher RH, Genuine.....	\$ 42.06
	RNI226	Headlamp Finisher LH, Genuine	\$ 42.06
8	RNI228	Insert piece RH, Genuine.....	\$ 16.82
	RNI227	Insert piece LH, Genuine	\$ 16.82
9	RNI229	Headlamp Finisher Rivet, Genuine	\$ 0.78
10	RNI230	Cover RH, Genuine	\$ 21.02
	RNI231	Cover LH, Genuine	\$ 21.02
11	RNI232	Screw M6 X 12mm, Genuine.....	\$ 2.11
12	RNI233	Top Trim Screw, Genuine.....	\$ 2.06
13	RNI234	Cupsac, Genuine	\$ 0.64
14	RNI235	Bracket, Genuine	\$ 10.52
15	RNI236	Screw, Genuine	\$ 2.06
16	RNI237	Screw, Genuine	\$ 0.42

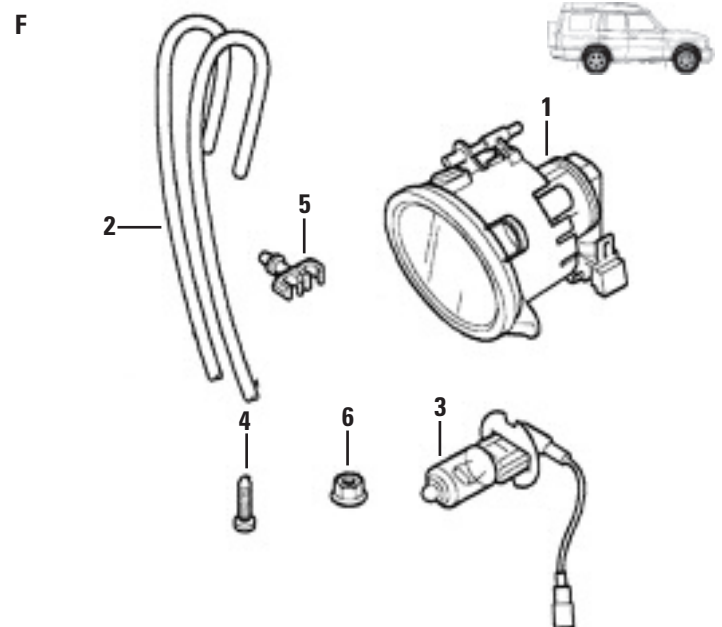
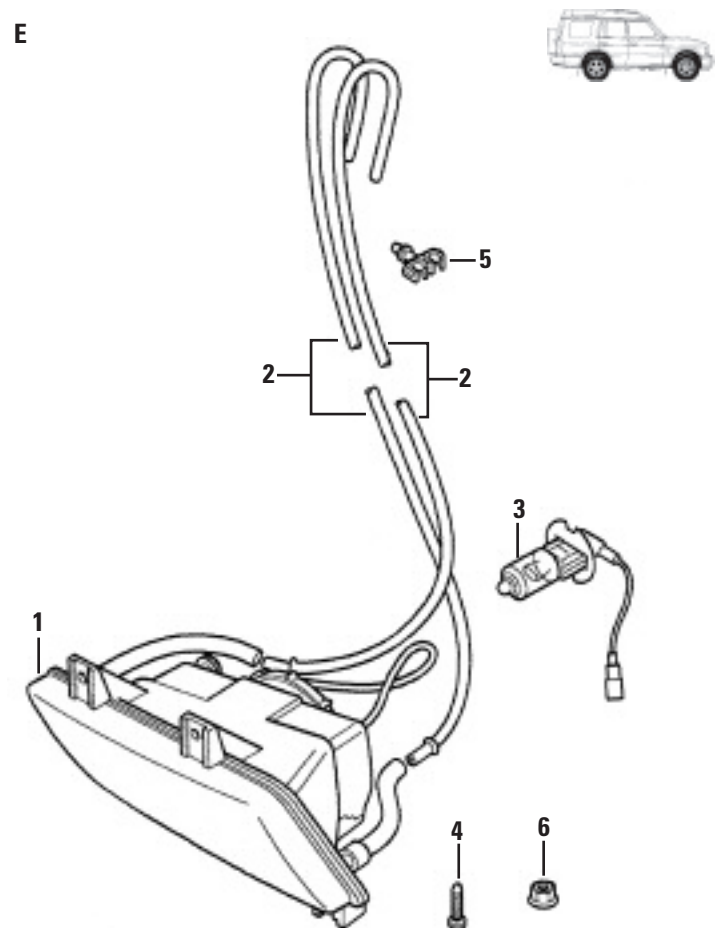


(D) Discovery II '99-'04 Rear Lamps

1	RNH094	Rear Lamp Assembly RH, Genuine	\$ 84.94
	RNF597	Rear Lamp Assembly LH, Genuine	\$ 84.94
2	RNF598	Bulb Holder LH, Genuine	\$ 14.98
	RNF599	Bulb Holder RH, Genuine	\$ 12.61
3	RNE676	Bulb '99 - '02, Genuine	\$ 2.09
	RNE626	Bulb '03 - '04, Genuine	\$ 2.21
4	RNE627	Bulb '99 - '02, Genuine	\$ 1.27
	RNI197	Bulb '03 - '04, Genuine	\$ 3.26
5	RNI198	Screw, Genuine	\$ 0.42
6	RNI199	Captive Nut, Genuine	\$ 0.66
7	RNF600	Lamp Rear Bumper RH '99-'02, Genuine	\$ 52.58
	RNH683	Lamp Rear Bumper RH '03-'04, Genuine	\$ 52.58
	RNF601	Lamp Rear Bumper LH '99-'02, Genuine	\$ 52.58
	RNH684	Lamp Rear Bumper LH '03-'04, Genuine	\$ 52.58
8	RNF602	Lamp Seal, Genuine	\$ 10.52
9	RNF603	Bulb Holder, Genuine	\$ 12.61
10	RNE627	Bulb Directional, Genuine	\$ 1.27

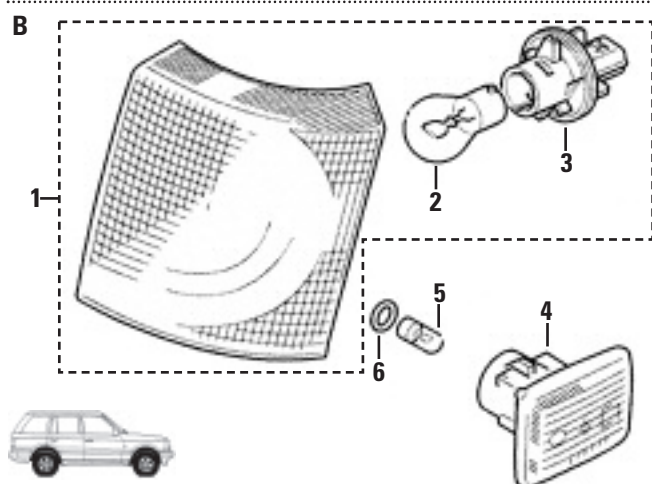
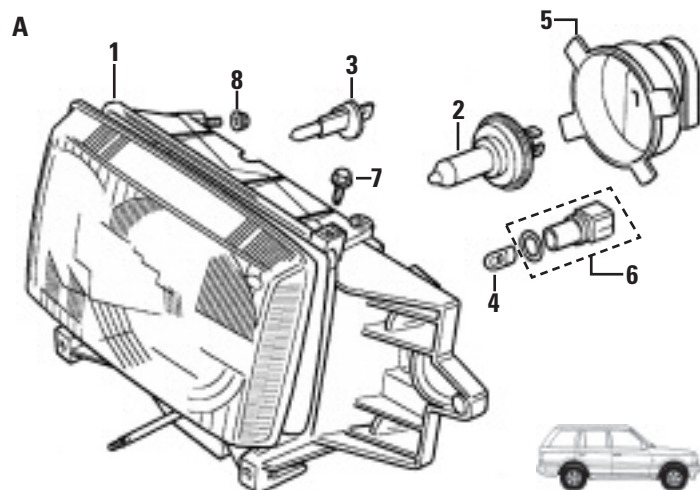
(E) Discovery II '99-'02 Fog Lamps

1	RNE997	Fog Lamp RH, Genuine	\$ 133.04
	RNE998	Fog Lamp LH, Genuine	\$ 133.04
2	RNI202	Breather Tube, Genuine	\$ 6.31
3	RNI203	Bulb Fog Lamp, Genuine	\$ 12.87
4	RNI205	Screw, Genuine	\$ 0.62
5	RNI208	Clip, Genuine	\$ 0.64
6	RNI209	U Nut, Genuine	\$ 0.32



(F) Discovery II '03-'04 Fog Lamps

1	RNH785	Fog Lamp Assembly RH '03 -'04, Genuine	\$ 119.00
	RNI201	Fog Lamp Assembly LH '03-'04, Genuine	\$ 119.00
2	RNI202	Breather Tube, Genuine	\$ 6.31
3	RNI204	Bulb Fog Lamp '03-'04, Genuine	\$ 21.02
4	RNI206	Screw '03-'04, Genuine	\$ 0.31
5	RNI208	Clip, Genuine	\$ 0.64
6	RNI209	U Nut, Genuine	\$ 0.32

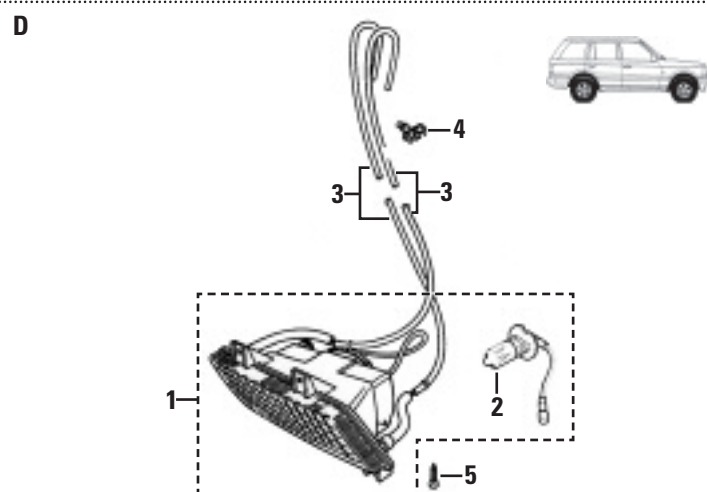
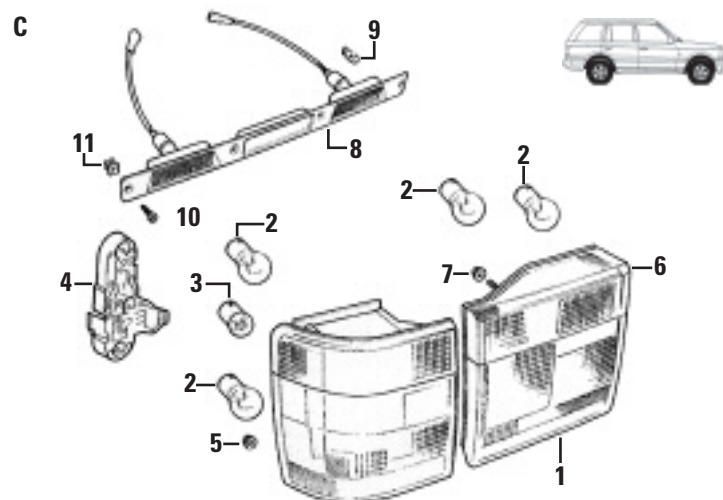


(A) Range Rover P38A Head lamps

1	RNF652	Headlamp Assembly RH (to XA427111), Genuine	\$ 273.41
	RNF653	Headlamp Assembly LH (to XA427111), Genuine.....	\$ 273.41
	RNF654	Headlamp Assembly RH (from YA427112), Genuine..	\$ 273.41
	RNF655	Headlamp Assembly LH (from YA427112), Genuine..	\$ 273.41
2	RNI215	Headlamp Bulb 60/55W, Genuine	\$ 15.16
	RNF656	Headlamp Bulb 12V 60/55W, Type H4	\$ 19.50
3	RNI203	Bulb 12V Type H1, Genuine.....	\$ 12.87
	RNF657	Bulb 12V 60W Type H3.....	\$ 17.32
4	RNE672	Bulb, Genuine.....	\$ 0.83
5	RNF658	Headlamp Bulb Cover, Genuine	\$ 10.52
6	RNF659	Bulb Holder, Genuine.....	\$ 12.61
7	RNI216	Flange Bolt M6 X 16mm, Genuine	\$ 0.24
8	RND756	Flange Nut M6, Genuine	\$ 0.70

(B) Range Rover P38A Front Indicator Lamps

1	RNF666	Directional Lamp RH (to XA427111), Genuine	\$ 105.16
	RNF667	Directional Lamp LH (to XA427111), Genuine.....	\$ 105.16
	RNF668	Directional Lamp RH (from YA427112), Genuine	\$ 105.16
	RNH136	Directional Lamp LH (from YA427112), Genuine.....	\$ 105.16
2	RNE626	Bulb 380-p25/2-21/5 Watt-12V, Genuine	\$ 2.21
3	RNF438	Bulb Holder, Genuine.....	\$ 4.20
4	RNF669	Side Repeater, Genuine.....	\$ 31.56
5	RNE672	Bulb Side Lamp 501-w10/5-5 Watt (to XA427111), Genuine	\$ 0.83
	RNF670	Bulb Side Lamp 501-w10/5-5 Watt (from YA427112), Genuine	\$ 1.66
6	RNE790	O Ring, Genuine.....	\$ 0.32

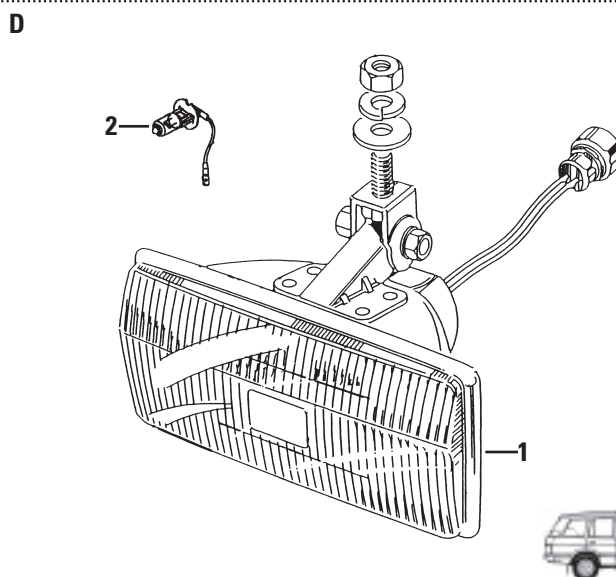
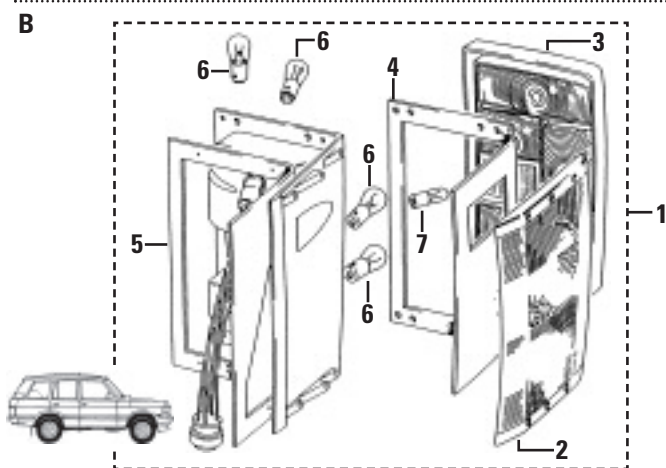
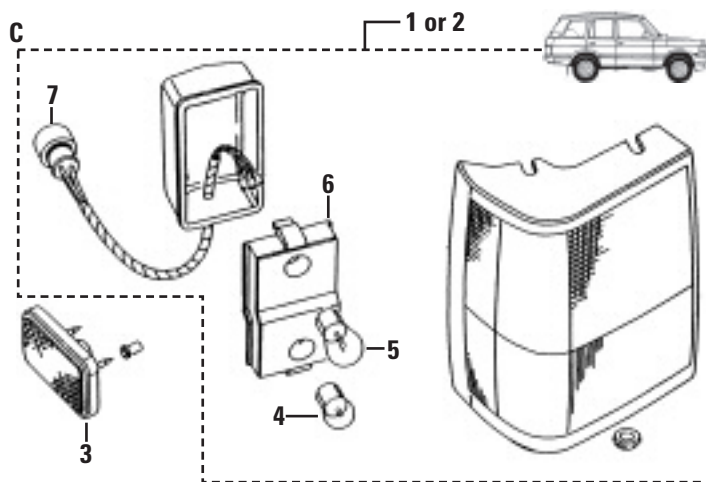
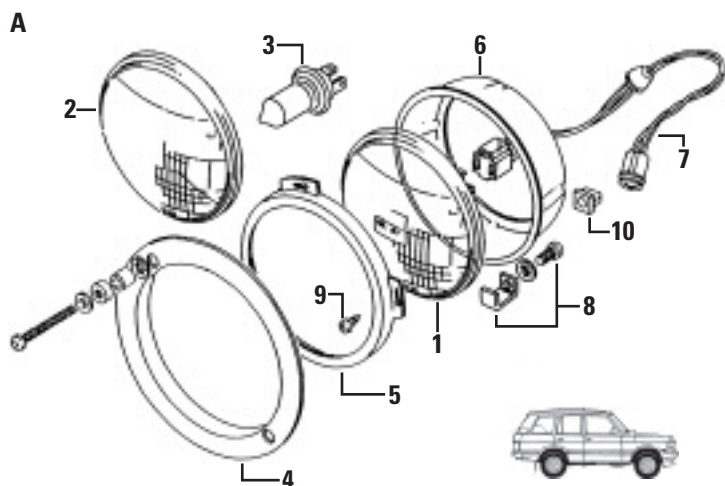


(C) Range Rover P38A Rear Lamps

1	RNF671	Lamp Assembly RH (to XA430701), Genuine.....	\$ 84.94
	RNF672	Lamp Assembly LH (to XA430701), Genuine	\$ 84.94
	RNF673	Lamp Assembly RH (from YA430702), Genuine	\$ 84.94
	RNF674	Lamp Assembly LH (from YA430702), Genuine	\$ 84.94
2	RNE627	Bulb Indicator 383-p25/1-21W-12V, Genuine	\$ 1.27
3	RNE676	Bulb Tail Light, Genuine	\$ 2.09
4	RNF676	Bulb Holder, Genuine.....	\$ 14.09
5	RNI217	Nut 5mm, Genuine.....	\$ 0.52
6	RNF677	Fog & Reverse RH (to XA430701), Genuine.....	\$ 73.60
	RNF678	Fog & Reverse LH (to XA430701), Genuine	\$ 73.60
	RNF679	Fog & Reverse RH (from YA430702), Genuine	\$ 73.60
	RNF680	Fog & Reverse LH (from YA430702), Genuine.....	\$ 73.60
7	RNI217	Nut 5mm, Genuine.....	\$ 0.52
8	RNF681	Number Plate Lamp, Genuine	\$ 26.96
9	RNE672	Bulb, Genuine.....	\$ 0.83
10	RNI218	Screw, Genuine	\$ 0.64
11	RNE641	Nutsert, Genuine	\$ 0.40

(D) Range Rover P38A Fog Lamps

1	RNF661	Fog Lamp RH (to XA422070), Genuine.....	\$ 147.23
	RNF662	Fog Lamp LH (to XA422070), Genuine.....	\$ 147.23
	RNF663	Fog Lamp RH (from XA422071), Genuine.....	\$ 147.23
	RNF664	Fog Lamp LH (from XA422071), Genuine	\$ 147.23
2	RNF665	Bulb H3, Genuine.....	\$ 5.76
	RNI203	Bulb H1 12V, Genuine.....	\$ 12.87
3	RNI202	Breather Tube, Genuine	\$ 6.31
4	RNI208	Clip, Genuine	\$ 0.64
5	RNI219	Screw, Genuine	\$ 0.66



(A) Range Rover Classic Head Lamps

1	PLE507	Headlamp sealed Halogen, ProLine.....	\$ 24.00
2	RNC673	Hella Vision Plus Headlamp Conversion (includes H4 bulbs), Hella	\$ 39.95
3	RNE880	Bulb Xenon H4 60/55W Set, Genuine	\$ 30.19
	RNE869	Bulb H4 80W low/100W high (off road use only), Hella	\$ 9.95
	RNE852	Bulb H4 55W low/100W high (off road use only), Hella	\$ 9.95
4	RNC270	Headlamp Gasket, Genuine	\$ 24.11
5	RNE517	Retainer Rim, Genuine	\$ 31.56
6	RNF362	Seating Rim, Genuine	\$ 42.06
7	RNE934	Harness, Genuine	\$ 52.37
8	RNE935	Screw Trimmer Kit, Genuine	\$ 16.82
9	RND144	Self Tapping Screw M6, Genuin	\$ 1.53
10	RND143	Nutsert, Genuine	\$ 0.48

(B) Range Rover Classic Rear Lamps

1	RNB149	Lamp Assembly LH (up to MA610293), Genuine	\$205.74
	RNB141	Lamp Assembly RH (up to MA610293), Genuine	\$205.74
	RNB091	Lamp Assembly LH (from NA610294), Genuine	\$184.37
	RNB057	Lamp Assembly RH (from NA610294), Genuine	\$184.37
2	RNB090	Side Lens LH, Genuine	\$ 29.95
	RNB079	Side Lens RH (POA), Genuine	\$ 0.00
3	RNB109	Rear Lens w/Fog Guard LH, Genuine	\$113.89
	RNB110	Rear Lens w/Fog Guard RH, Genuine	\$132.63
4	RNB122	Gasket, Genuine	\$ 16.07
5	RNB089	Gasket, Genuine	\$ 10.76
6	RNE627	Bulb Reverse/Stop, Genuine comp+cat desc don't match.....	\$ 1.27
7	RNE670	Bulb Side reflex, Genuine	\$ 0.83

(C) Range Rover Classic Front Indicator Lamps

1	RNB072	Lamp Assembly LH (up to MA610293), Genuine	\$143.71
	RNB129	Lamp Assembly RH (up to MA610293), Genuine	\$113.50
	RNB143	Lamp Assembly LH (from NA610294), Genuine	\$114.46
	RNB120	Lamp Assembly RH (from NA610294), Genuine	\$114.46
2	RNE835	Lamp Assembly European Style LH (amber/clear), Genuine	\$123.81
	RNE836	Lamp Assembly European Style RH (amber/clear), Genuine	\$123.81
3	RNB085	Reflector, Genuine	\$ 26.98
4	RNE676	Bulb, Sidelight, Genuine	\$ 2.09
5	RNE627	Bulb Flasher, Genuine	\$ 1.27
6	RNE938	Bulb Holder, Genuine	\$ 21.19
7	RNE939	Cable Assembly w/Cover, Genuine	\$ 69.49

(D) Range Rover Classic Fog Lamps

1	RNE936	Driving Lamp (from LA450290 up to MA610293), Genuine	\$151.12
	RNH088	Driving Lamp (from NA610294), Genuine	\$ 91.87
	RNE937	Fog Lamp (from LA450138 up to MA610293), Genuine	\$171.01
	RNE682	Fog Lamp (from NA610294), Genuine	\$ 89.22
2	RNE675	Bulb H3 55 Watt, Genuine	\$ 3.14

SIGHTINGS



Sightings Rules:

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, and thus we can't award you a mug. We're delighted, but not surprised, that Land Rovers appear in off road magazines, 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 close off the Sightings. If we've mentioned the Sighting in an earlier issue, we might not mention it again. If you're new to the family of Land Rover enthusiasts, you may not have seen your Sighting in an earlier issue. Welcome aboard and send us your new Sightings.

Rule #4 - We're not outfitting 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 us know if you think you've been jobbed, but all decisions of the Editor are final.

Happy New Year! Winter winds have assaulted this island and have forced the cancellation of ferry service. By the time that the UPS truck finally made it to my door, it bulged with the hundreds of Sightings that had built up at Rovers North since the previous issue.

This large number makes it important for Sightings veterans and rookies alike to review the rules:

When the press needs a great story, Land Rovers fill the bill. Before the Governor of Illinois threatened the newspaper, the Chicago Tribune ran a feature on Icelandic "monster trucks," reports **Bill Johnson**, Macomb, IL. All those geysers and they chose to show Defenders? Conde Nast Traveler magazine did an article on St. Kitts and Nevis; three photos in the article featured Defenders, notes **Don McDowell**, Delray Beach, FL.

Steven Walls, Baton Rouge, LA, found a great article in Automobile lauding the Defender 110 and the LR3 as expedition vehicles. He also came across an "11 page pullout for the Hummer. I duly complied, promptly pulling it out" and getting rid of it! An ad for foreign travel in the University of Virginia featured travelers seated up a Defender 110, notes **Bo Prillaman**, Irvington, VA. **Eric Brown**, Menlo, GA, noted that a "reader's ride" in Peterson's 4Wheel & Off Road featured a Discovery I. **Deanna Balzer**, Hanford, CA, found a tour-equipped Defender in an ad for Natural Habitat Adventures. **Catherine Lane** [See Rule #6] found a white Defender 90 on the back cover of the Ann Taylor Loft catalogue.

It must be a sweeps period on television because Land Rovers were perking up programs everywhere. **Chris Bromery**, Lynn, MA, saw a "Land Rover ad in the making" during Dear Prudence, a Hallmark TV movie. On FoodTV, Good Eats host Alton Brown drove around in a Defender 90 that used vegetable oil in its diesel. When King of the Hill wanted to poke fun at home "pull downs," they put the villain in a Range Rover. This "animated first" was reported by **Tom Rowe**, Douglasville, GA.

Lots of Sighters noted that The Unit featured a 109. **Jeff Hurst**, Rutledge, TN, **Patricia Jansen**, Leesburg, VA, **Chuck Carrig**, Butte, MT, **Jack Goetz**, Tampa, FL, **Gary Anderson**, Cleveland, TN, and **Barnet Koven**, Washington, DC. **Catherine Slatinshk**, Irvington, VA, saw a Land Rover in the Cheetah Orphans on PBS. **Karen Sindir**, Woodland Hills, CA, noted that a Series Rover makes a brief appearance around an elk fight in an Animal Planet show, Untamed and Uncut.

Ted Turner made an appearance on 60 Minutes and drove around in a Defender 110. **Glenn Grove**, Westminster, CO, **John Kostuch**, N. Huntingdon, PA, **Todd Cestari** [see Rule #6], **Jack Hayes**, Nantucket, MA and **James Dargan**, Plymouth, MA all bear witness. **David Hartzell**,

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Carlisle, PA, noted an LR3 on Chuck. When Jack Bauer saves the world on 24, he uses a Defender, according to **Kevin Fennessy**, N. Andover, MA. **Dick Newton**, Charlestown, RI, saw a Defender 110 on PBS' Wild Chronicles.

Maximillian Younblut, Sacramento, CA, noted that a Range Rover Classic is the featured car in It's Always Sunny in Philadelphia. **Nathan Tucker**, Ukiah, CA, spotted a bit of a Defender in a Colbert Report spoof. **Blake Wood**, Watertown, NY, enjoys Canadian television on the CBC. On Heartland, a spoiled angry teenager takes a golf club to her mother's Range Rover for making her drive an economy car. And there's a brief shot of a Discovery on The Worst Week. Citing Rule #1, **Matt Joyce**, Chester, MD, notes that there's a Land Rover in Long Way Down, a show about a motor trek across Africa. Citing Rule #2, we say sadly, "no mug." **Jeff Hurst**, Rutledge, TN, also found Land Rovers at work on In Harm's Way, and acknowledges Rule #2.

We've mentioned the movie Madagascar in our last issue, but McDonald's ran ads featuring Land Rovers in their Happy Meal boxes. 9 year old **Connor McLain**, Rochester, NH, **Leslie Bright**, Kingsport, TN, **Matthew Smith** [no address], and **Chris Whybrew**, Broken Arrow, OK, all saw the McDonalds' ad.

Jeff Hurst, Rutledge, TN, noted a Range Rover in the movie Welcome Home, and in a British film, Son of Rambow, also seen by **David Allen**, Kansas City, MO. There's a Range Rover Sport intended the "drive home" the callousness of Vince Vaughn and Reese Witherspoon in 4 Christmases, notes **Glenn Grove**, Westminster, CO and **Dan Parrow**, Springfield, MA.. **David Hartzell**, Carlisle, PA, found a Discovery XD in Backlash. **John Murray**, Harkers Island, NC, watched War Games – The Dead Code and saw Discovery I's bouncing across rugged terrain. **Derek Leath**, Frontenac, MO, noted an LR3 next to Ironman's private jet in the movie.

The Horny Toad catalogue puts a Series Rover to good use, towing a skier. **Marci Wease**, Bloomington, IN, Michael Zimmerman, Portland, OR, **James Dargan**, Plymouth, MA and **Lawrence Mott**, Buel's Gore, VT. Brooks Brothers's Outerwear catalogue features a Series III, reports **Kurt Knauss**, Boonton Township, NJ, and Geoff **Gentilucci**, Manchester, CT, spotted the Rover. Boden has a nice Series III in its catalogue, notes **Charlie Parker**, Memphis, TN and **Robin McKelvey**, Kennet Square, PA found the Rover.

Some catalogues repeat Land Rover photos in their special catalogues. Orvis had Land Rover in their main catalogue and then put one in the dog catalogue, too. **Durk Tyson**, Greenville, NC, **Sean Donahue**, Lake George, NY, **Nicole Wall**, Mountain Home, AR, **Luke Johnson**, Antrim, NH, **Scott Pappas**, Scotch Plains, NJ, **Dustin Corbett**, Missoula, MT, and **Martin Podgorski**, Ft. Lauderdale, FL. **William Conn**, Snohomish, WA, **Richard Armstrong**, Larkspur, CO, **Shawn Bruna**, El Paso, TX, and **Killan**

Corbett [no address] noted that REI reran photos of Land Rover from their catalogue to their flyer. 5 year old **Joshua Simpson**, Lake City, FL, promises to share his mug with his father, Matt, who sent in a Sighting from the recent Lego catalogue.

Advertisers cross over their material to their websites, too. **Leslie Bright**, Kingsport, TN, **Chris Hannah** and **Ted Aman**, Webster, NY, saw a Discovery II on the REI website. **Charles Alexander**, Ocala, FL, noted an LR3 on the Icon Aircraft website.

Jackson Blair, Leverett, MA, spotted a Defender drawing in an Outside magazine article on the zoo of the future. Sadly, the Defender 110 is labeled as a "Hummer." **P. Harris**, Wilton, CT, read in Yachting that 8 different yacht builders penned new custom looks for the new Range Rover; a photo showed a Range Rover as a woody. You can see them if you go to the Monaco Yacht Show. **Lyndon Nolan** found an article on kivity.com asserting that the LR2 is a "green vehicle" because of the strong attachment of its owners to the car. If you're still searching for a belated Christmas gift, **Steve Johnson**, Mt. Pleasant, SC, found a Defender 110 club tie in the J.L. Powell catalogue.

When **Jennifer Murphy**, San Diego, CA, spotted a Defender while picking up her daughter Braxton from school, she snapped a cellphone photo to share with her grandfather, enthusiast David Ducat in frigid Connecticut. **Richard Betts**, Jacksonville, NC, noted a Defender in the video game Farcry 2. On the govt website, there's a Defender 110 in the banner ad for the 2010 World Cup Qualifiers Match. **Ed Graham** saw a Land Rover when he visited Amnicolola Falls, GA.. **Sean Bruna**, El Paso, TX, noted the roof of a Discovery in a CNN report on the Detroit bailout.

In literary notes, **Talbot Rickard** found a Land Rover in a book entitled "Stonework Projects." **Joey Boerner**, Portland, OR, found Land Rovers at work in the Richard Scarry book "Cars and Trucks and Things That Go." **Michael Burwell**, Dade City, FL, noted a reference to a Discovery in the book "Ferrari Formula I."

We want to commend Sighters whose efforts came in just a bit beyond deadline: **Bob Rubery**, North Tustin, CA, **Eric Lindstrom**, Des Moines, IA, **Steven Walls**, Baton Rouge, LA, **Francois Collard**, Celina, OH, **James Dargan**, Plymouth, MA, **Andrew Gold**, Hacienda Heights, CA, **Robert Wollschlager**, Mystic, CT, **Gary Dagleish**, Millville, NJ, **Michael Bondmass**, Las Vegas, NV, **Glenn Shriver**, Chicago, IL, **David Ducat**, Lebanon, CT, **Chris Runnells**, Bellingham, WA, **Greg Coffman**, Coshocton, OH, **Paul Brown**, Suffield, CT, **Steve Ware**, Annapolis, MD, **Stephen Johnson**, Johns Island, SC, **Tom Rowe**, Douglasville, GA, **Matt Simpson**, Lake City, FL, **Brent Lane**, San Diego, CA, and **Kevin Fennessy**, N. Andover, MA.



Sightings Winners:

P Harris Wilton, CT	Kurt Knauss Boonton Township, NJ	Blake Wood Watertown, NY	Glenn Grove Westminster, CO	Gary Anderson Cleveland, TN	Chris Bromery Lynn, MA
Jackson Blair Leverett, MA	Geoff Gentilucci Manchester, CT	Maximillian Youngblut Sacramento, CA	Daniel Parrow Springfield, MA	Jack Goetz Tampa, FL	Steven Walls Baton Rouge, LA
Matt Simpson Lake City, FL	Lawrence Mott Buel's Gore, VT	Kevin Fennessy N. Andover, MA	Chris Whybrew Broken Arrow, OK	Chuck Carrig Butte, MT	Ben Johnson Macomb, IL
Robin McKelvey Kennett Square, PA	Michael Zimmerman Portland, OR	David Hartzell, MD Carlisle, PA	Connor McLain Rochester, NH	Jeff Hurst Rutledge, TN	Don McDowell Delray Beach, FL
Charlie Parker Memphis, TN	Marci Wease Bloomington, IN	John Kostuch N. Huntingdon, PA	Leslie Bright Kingsport, TN	Patricia Jansen Leesburg VA	
		James Dargan Plymouth, MA	Barnet Koven Washington, DC	Tom Rowe Douglasville, GA	

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