

Spring 2006

WESTFORD VERMONT · USA

**THE ROVERS NORTH NEWS**

LAND ROVER .COM

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

# Greetings from Iceland



Rock bottom prices on  
Land Rover Genuine and  
Aftermarket Parts.

# NEW PRODUCTS

at unbeatable introductory prices.

NEW



## (a) New Tubular Winch Bumper for Defender

Experience the next generation in off-road bumpers. Mounts higher and tighter for improved approach angle. Built from tubular powder coated steel for superior strength without excessive weight. Designed for low profile winches, features built in recovery points and light mounts. Requires some modification to the grill and grill panel.

DWB1002 Tubular Winch Bumper .....\$ 699.00  
 RNA089 Adapter kit for USA 110 .....\$ 159.95

## (b) New Defender 110 Overdrive

Improve your fuel mileage and/or increase your road speed by 14mph at the same rpm's. Fits all NAS, Euro LT230 22D 1.41:1 Land Rover transfer boxes. Kit includes instructions, owners manual, speed transducer and aluminum gear knob with LED and overdrive button. Installs in approximately 4 hours, requires no special tools. To determine if you have a 1.41:1 transfer box, check the back of your transfer box, next to the fill plug there will be an identification sticker with the transfer box ratio on it.  
 RNA8020 110 Overdrive .....\$2195.00



*"The urban safari. I shot this photo of four lane 80mph traffic in Denver, Co to illustrate why the Rovers North over drive is my favorite modification to my 300 TDI 110 regular. Not only does it increase fuel economy at high speeds, but when I am only half way into the throttle I often discover that I am clipping along at 85 mph. Installation was a snap, the kit included absolutely everything necessary, right down to the zip ties and cosmetic shrink wrap. -Calef Letorney"*



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**The Rovers North Difference-**  
Rovers North is an enthusiast driven company solely dedicated to delivering the best Land Rover parts on the Planet.

*The Rovers North News is a publication of Rovers North, Inc.*

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Prices expire on June 15th, 2006

Sightings submissions may be sent to our above address or email to [sightings@roversnorth.com](mailto:sightings@roversnorth.com)



**(a) Interior Door Panels Series II, IIA, III**

Door Top Interior in Black Vinyl	
P1	RH.....\$ 28.19
D1	LH.....\$ 20.10
Armrests in Black Vinyl	
P2	RH.....\$ 41.50
D2	LH.....\$ 41.50
Door Bottoms w/Pocket in Black Vinyl	
P4	RH.....\$ 51.95
D4	LH.....\$ 51.95

**(b) Deluxe Style Front Seat Cushions**

In Black Vinyl	
PLE286	Bottom cushion, Driver/Pass.....\$ 65.00
PLF575	Back cushion, Driver/Pass.....\$ 65.00
PLE287	Bottom cushion, Center.....\$ 61.95
PLF576	Back cushion, Center.....\$ 69.95

**(c) Great prices on Custom Fit Land Rover Genuine Mats**

Genuine black rubber mats are simply the best for protecting carpets. The passenger side has extra material and templates for cutting to fit. Raised perimeter and deep tread trap a surprising amount of mud and water. The best fit! Just hose down to clean.

**Defender 90, 110**

RNI067	Front Mats.....\$109.95
RNI070	Defender 110, Middle Footwell.....\$ 92.95

**Discovery I**

RNA626	Three Piece Footwell Set.....\$117.95
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**Discovery II**

RNA676	Three Piece Footwell Set.....\$149.00
RNA708	Front Pair.....\$ 74.95

**Range Rover Classic 4 Pc. Set**

RNA624	'87-1995 100".....\$119.95
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**Range Rover P38A**

RND220	Front and Rear Set.....\$189.95
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**(d) Tunnel Cover Series II, IIA, III**

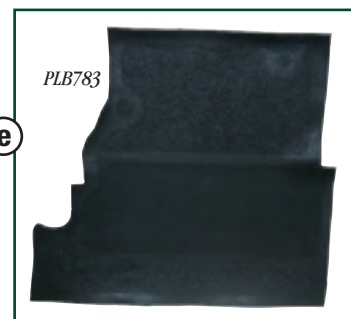
RNC128	High Quality Reproduction of the original.....\$ 78.00
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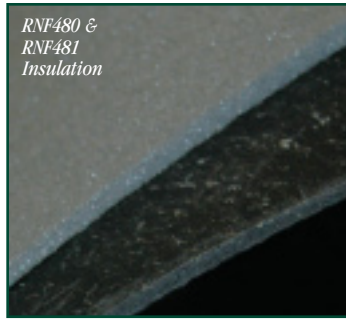
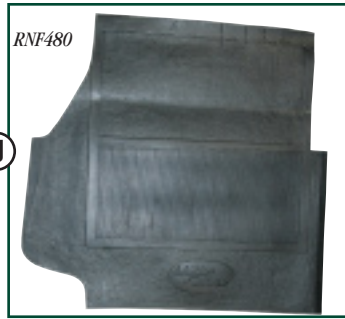
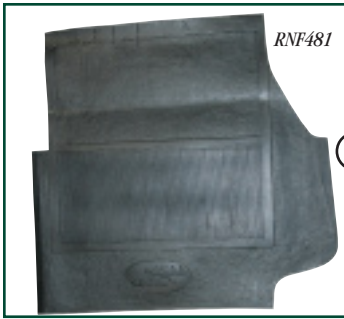
**(e) Front Rubber Floor Mats Series II, IIA, III**

PLB783	RH (4 Cylinder models only).....\$ 33.95
PLB784	LH (4 Cylinder models only).....\$ 33.95

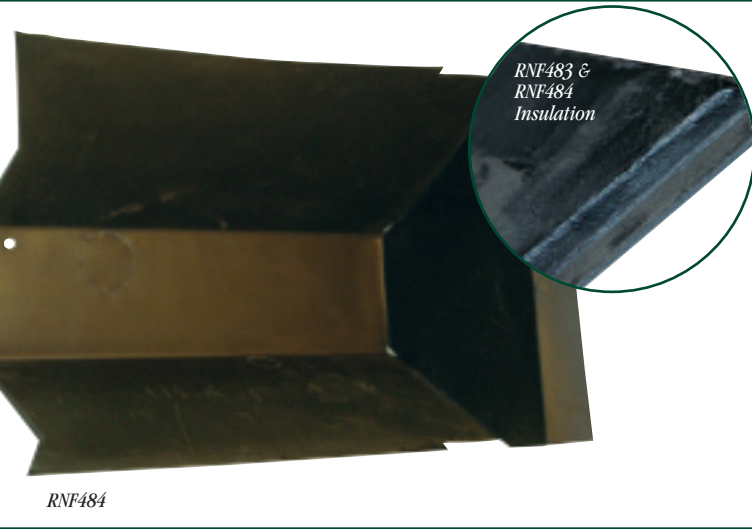
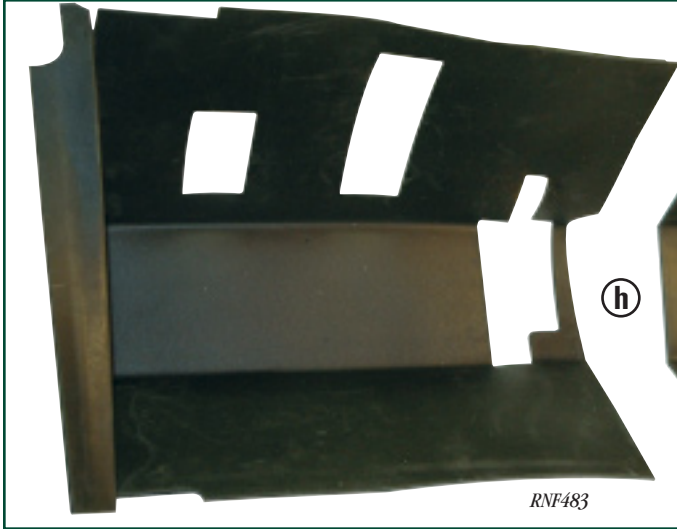
**(f) Front Carpet Set Series II, IIA, III LHD**

PCS100	Water resistant 100% Black nylon, includes seat box & foot well sections for sound installation.....\$154.96
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**RUGGED  
interior  
selection  
for your  
DEFENDER**



**(g) Defender Front Rubber Floor Mats**

Genuine heavy duty insulated with Land Rover Logo.

RNF480	RH .....	\$ 123.95
RNF481	LH .....	\$ 123.95

**(h) Genuine Upgrade for Defender Toe Box**

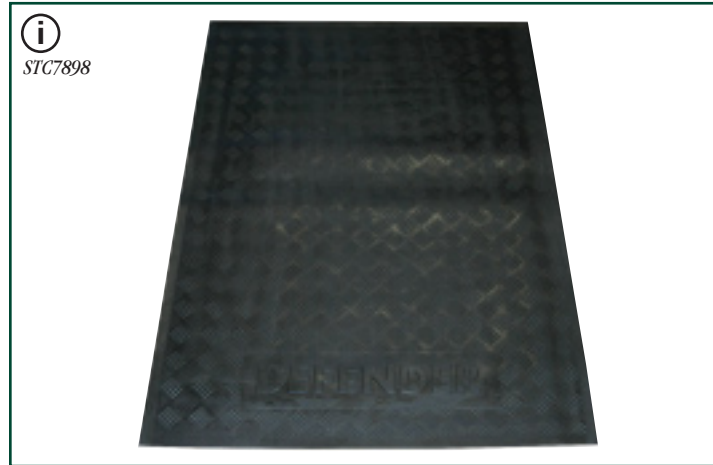
Heavy duty insulated rubber 1 piece foot well insert. Great for blocking sound and heat from your feet. Fits all Defenders from 1983 - 2005. Left side has clutch cut out for 5 speed manual Defenders.

RNF483	RH .....	\$ 44.72
RNF484	LH .....	\$ 45.95

**(i) Defender 90 Rear Rubber Floor Mat**

Genuine heavy duty mat with Defender Logo.

RNF468	.....	\$ 159.95
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**(j) Defender 90 Station Wagon Load Space Mat**

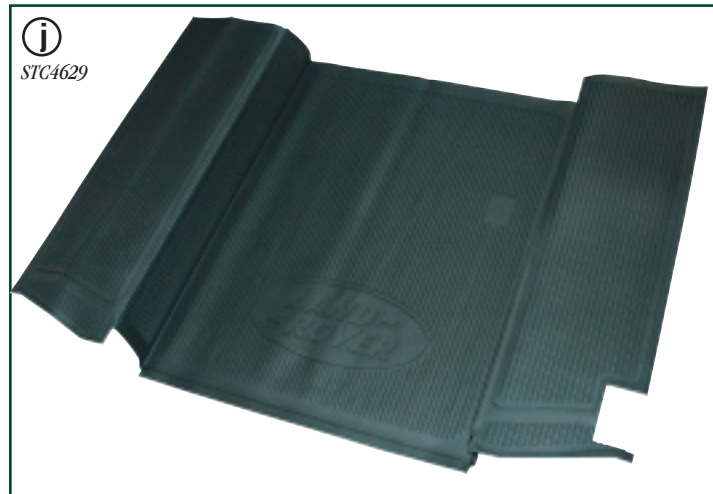
Genuine heavy duty mat with Land Rover Logo.

RNI061	.....	\$ 199.99
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**(k) Defender Rear Jump Seats**

These heavy duty, yet very comfortable jump seats are now available in both black and twill. Includes all hardware and instructions.

RJS1002D	Twill .....	\$ 289.00
RJS1000D	Black .....	\$ 269.95



# Letters to the Editor

Sirs,

Since our truck must have been the last Defender 90 out of the French Quarter, you might be interested in her encounters with Hurricane Katrina. It received some damage as early winds tore shingles and ridge cap tiles (40-50 pounds worth) off a neighbor's roof, denting the hood, right hand front fender and rook. The roof rack – from Rovers North – was only slightly bent and probably saved the fiberglass top.

When, on Saturday, September 3, my wife and I decided to evacuate from the French Quarter, the truck was still willing. She also brought out an 80-year old psychiatrist and his Norwegian actress wife, their dog, and our two Spinoni Italiani dogs. We turned down Royal Street, passed through two checkpoints, manned by bored police with automatic weapons, who thought we were not dangerous. We crossed Canal St., around Lee Circle and out St. Charles Ave. There were downed trees and branches on St. Charles, but crossing from side to side or driving on the streetcar tracks – and going through a little water – we made it to River Road and hugged the levee out of town and onto Baton Rouge.

The Defender never complained. We will get the dents banged out and keep her another 11 years.

**Jules Thomas and Malle Vogel**

**Baton Rouge, LA (until we can return home to New Orleans)**

*[We're thrilled that you and your family, including the Defender 90, weathered the storm. Let us know about the progress towards your Rover's refurbishment –ed.]*

**Dear Mr. Letorney,**

Thank you for helping to make the Minnesota Land Rovers annual picnic a huge success. This year marked our 22nd picnic and was the most attended ever with over 60 people in attendance.

Our club has grown by leaps and bounds this year. Our membership is up 33% over last year. We now have 40 member families, and many have multiple Land Rovers. By my last count, I think we are up to over 65 Land Rovers.

Once again, we sincerely appreciate your support and we look forward to continuing our relationship with Rovers North. At our last meeting, the members in attendance agreed to a thank you card, opening with "Rovers North rocks!" If you, or a member of your staff, is ever in Minnesota, please look us up!

**Best regards,**

**Brent DeGayner**

**President, Minnesota Land Rover Club**

**Gentlemen,**

On behalf of the Houston Land Rover Club, I would like to thank you for your excellent support of our club at their annual AGM. This is always a big event and we are happy to acknowledge the kind support you have given us to our members. I attach a copy of the AGM invitation; of course, we would be delighted if any of your or representatives of your company could join us at this meeting!

**Kind regards and, again, thanks for your support,**

**Doug Aitken**

**Houston, TX**

*[We love clubs, north and south!! I've never been to Minnesota, but didn't I have a ball at a Houston Land Rover Club off road event in January, 1998. Congratulations on great meetings and thanks for being a part of the Rovers North community of enthusiasts! –ed]*

**Dear Rovers North,**

As part of my required reading for Advanced Composition this fall at Plymouth State University (NH), we have been asked to read Alexandra Fuller's 2001 memoir, Don't Let's Go to the Dogs Tonight: An African Childhood. Well, as I was reading said memoir, I came across a black and white photograph of the author's father standing next to a 1968 Series II-A 88" SW. I thought it was pretty hip.

I, in turn, relayed the story to a friend who is an uber-Rover fanatic, and he reminded me how we go Rover spotting when on tour with the Dark Store Orchestra. I thought it would be fitting to that, as an English major, that we change Lord Byron's poem to the more suitable Ah! So Now it's time to go A-Rovering! Let this find you in good cheer.

**Best wishes and warmest regards,**

**Lydia Prudence Perry**

**Plymouth, NH**

*[Jeez, it's always scary to edit a letter from an English major. We don't have room for Literary Land Rovers so for this issue, we've put this in with the letters. Meanwhile, I think the book is really cool –ed.]*

**Dear Rovers North News Editor,**

I was involved with the recent Land Rover recall for those leaky gas tanks. I want you to know that it was taken care of promptly by my nearest dealership about 75 miles away. The job took two days and I needed a loaner. Guess what they loaned me – a new LR3!

This vehicle, like all new vehicles, which you try or buy, take a little getting used to the control knobs – radio, wipers, door locks, etc. The new Terrain Response system, air leveling system, 6-speed automatic with manual shift, and Jaguar –derived engine, sets this particular SUV apart from the crowd.

I haven't experienced power like this since the muscle car era. I noticed on occasion which this vehicle actually twisted to the right due to the torque on acceleration.. Overall, it seems the right price to me, too. There is only one control button know which could have been added – a panic button just in case all else fails.

So get used to the LR3, enthusiasts, because this design will be around for a while and these will be the used vehicles purchased down the road. This is a Land Rover and a Road Runner all wrapped up in one package.

**Sincerely,**

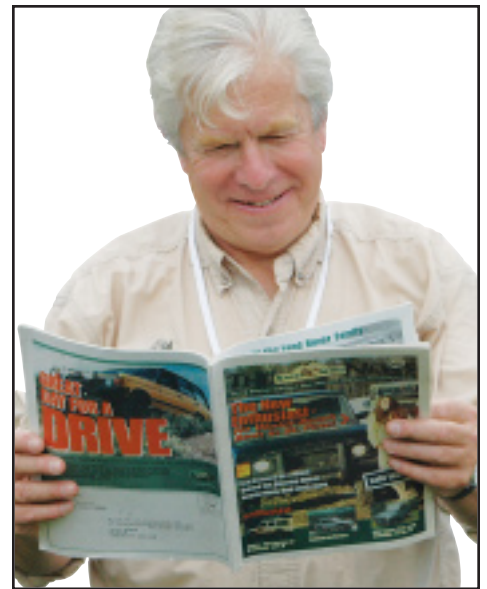
**Matthew Kosabar**

**Johnstown, PA**

*[Hey – I'm a guy who was thrilled when the Land Rover dealer in Maine loaned me a then-new Discovery II. Maybe it's because my other Land Rover is 40 years old –ed.]*

**Dear Rovers North,**

Thanks for the mug! It matches my Norton mugs that



were also made in England. Keep up the good work with the News.

**Jeff Hurst**

**Rutledge, TN**

*[Keep up the good work with Sightings, and thanks for the compliment –ed.]*

**Dear Rovers North,**

They say, "The third time is a charm," so here I go again, trying to win one of those coveted coffee mugs. First though, thanks for printing pictures of my first two attempts (real, vintage Land Rovers in Africa, Greece, New Zealand and the Golden Triangle of Thailand).

**Best regards,**

**Dave Bowen**

**Oak Harbor, WA**

*[Check the Sightings to see how you did –ed].*

**Dear Rovers North,**

Many thanks to Steve at Rovers North. My Series III exhaust went on in under 45 minutes.

**Jeffrey Bang, DMD**

**Stanton, VA**

*[The Genuine Parts Land Rover exhaust bolts together so easily, unless you fail to pay attention to the direction – right or left – of the muffler and tailpipe. That's why I had to unbolt mine and reassemble it! –ed]*

**Hi There,**

I drive a '03 Discovery and my husband has a '95 D-90 with a factory hard top and a Warn 8000 winch/bumper. We are in the process of relocating to Pennsylvania, and hope to start or join a Rover club when we get there.

**Meryl Coratello**

**Las Vegas, NV**

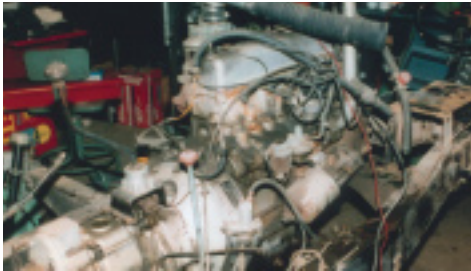
*[I also remember meeting many members of the Las Vegas enthusiast community in a January, 2001 visit. When you get to Pennsylvania, you'll find active Land Rover clubs on either side of the state –ed].*

# Mo Frank - No Mojo

By Channing Odell

[Channing Odell, Parker, CO learned a tough lesson about navigating the world of Land Rover "gurus." Here's his cautionary tale —ed.]

I always look forward to The Rovers North News and checking out the projects. Everybody seems to be working on their own in some way or another. Well let me tell you, that isn't me. I learned I haven't the talent



and tools for it. So, I'm one of those fiscally brave (foolish?) guys who have to pay to have it done.

I bought my '66 Series II-A about six months before my son was born, convinced I could get it in top shape. Well, six months later my life became busy very quickly when my son was born. Surprise — the Series II-A remained in storage for seven years! Sometime during that period, I joined the local Land Rover club and made some contacts, looking for someone to take on the project. I finally met up with "Joe" (that's an alias) and he agreed to tackle the restoration.

As things moved forward, "Joe" would call and have me look at things in various stages and ask me what I wanted to do with this or with that. Very quickly it became apparent that the Rover would never look like the picture in my minds eye unless I financed a frame-off restoration. So I did. "Joe" was given instruction to dismantle the whole thing and get started.

Now my Rover was not the only one in "Joe's" shop so I had to be patient. By the two year mark, my patience was exhausted. Joe's" wife had told him she was divorcing him after twenty years of marriage and

his life just fell apart. I had to call "Joe" and tell him I was picking up my vehicle in two weeks. I rented a Ryder truck and my son and I met "Joe" at his garage. I knew my car would be in pieces, but I thought they would sort of all be together. Not to be. "Joe's" garage had three other Series vehicles in it, in various states of disassembly. What a mess! There was so much stuff here and there that you couldn't see the floor or walk in a straight line.

Over the next two hours, my son Taylor and I loaded up the pieces while "Joe" tried to track them all down. "That's all of them," "Joe" said, and he waived goodbye as we pulled out of the driveway. I kept thinking of the poor guys who owned the other Rovers. They were all from out of state. At least I lived only fifty miles away.

Not one to be resting while my project collapsed along with "Joe's" personal life, I made another contact through the club and transported the parts to the prearranged storage unit so Frank (real name) could sort everything out. I gave him my three page list of all the new parts I had purchased for "Joe." Over the next several weeks, Frank concluded the inventory. Of the \$5,000.00 in parts that I paid "Joe" for, about \$4,000.00 of them were missing. I wasn't surprised by the results. Several phone calls and two months of promises from "Joe" to get me the parts or the money yielded nothing. However, a trip to small claims court and a second mortgage on "Joe's" house, and \$4,000.00 appeared in my coffers.

Everything "Joe" wasn't, Frank was. They were as different in organization and ability as they were in distance geographically. Frank was meticulous, precise and knowledgeable. Even the smallest parts were cleaned and painted and laid out on a rolling cart. All nuts, bolts and screws were new. This was perfect. A match made in heaven. As Frank could only work nights and weekends, I knew it would take some time. My confidence and patience restored, I watched and waited.

Fast forward two years. The phone rings. It's Frank. "You can pick it up this weekend" he says. I could hardly wait. When Frank tells me what to bring down for the final payment, I don't bat an eye. I've written so many checks and have spent so much money, it doesn't matter anymore. When I arrive, my Series is still in Frank's garage. It looks perfect. Showroom new - just like I envisioned many years ago. Just before I leave, Frank is sworn to secrecy and vows never to divulge the true project cost.



"There wasn't a cloud in the sky as I drove home. Of course I took the back roads".





**(a) Discovery Cup Holders**

Fits both Discovery I and II (up to '02). These Genuine Land Rover cup holders are the perfect addition to your interior. They feature a slip-in molded insert for smaller drinks and have a non-slip bottom to keep the spills to a minimum. Easily installed with supplied screws. Sets include 2 cup holders.

- RND490 Genuine Cup Holder Set, beige.....\$ 54.95
- RND491 Genuine Cup Holder Set, smokestone.....\$ 54.95

**(b) Dog Guards**

**Range Rover P38A Dog Guards**

- RND222 Dog Guard, 1996-2002, Genuine (shown).....\$ 354.95
- PLD222 Dog Guard, 1996-2002, ProLine.....\$ 199.95

**Discovery I Rear Dog Guards**

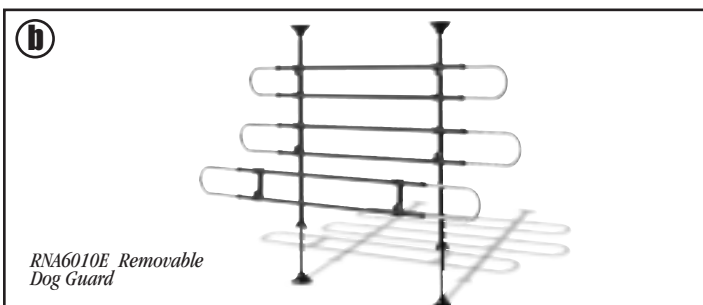
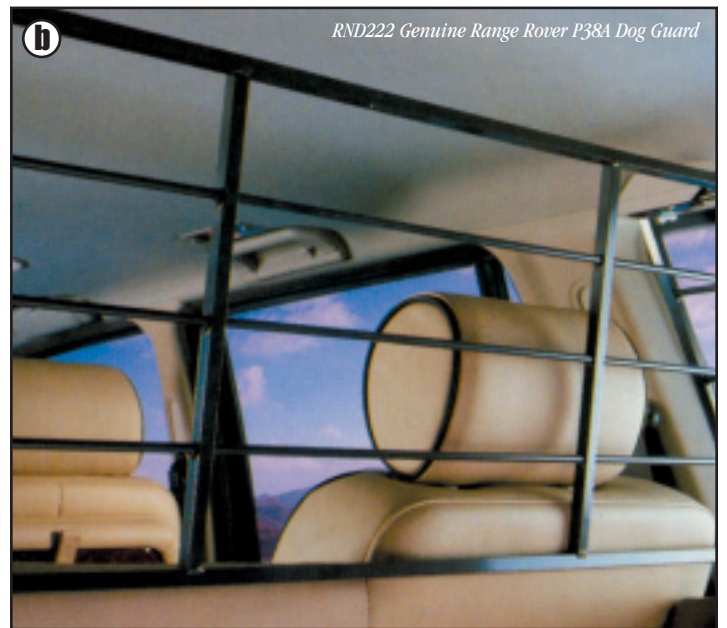
- RNA701 Dog Guard, Grey Bars, w/rear A/C, Genuine.....\$ 254.95
- RNA709 Dog Guard, Grey Bars, w/o rear A/C, Genuine.....\$ 199.00
- PLD244AA Dog Guard, Mesh, ProLine.....\$ 169.00

**Genuine Discovery II Rear Dog Guard**

- RND492 Mesh Dog Guard, Genuine (special order).....\$ 244.95

**Removable Dog Guard**

- RNA6010 Removable Dog Guard for RR Classic, RR P38A.....\$ 59.95
- RNA6010E Removable Dog Guard for Discovery Series I & II.....\$ 79.00





# Beauty & the **RANGE ROVER**

By Hallie Vail

[Hallie Vail will graduate this year from Springfield College, Springfield, MA, with one degree and two Range Rovers. Growing up with Land Rovers has shaped her life, as you'll read here —ed.]

Most every young girl has her dream of becoming a stunning movie star with her pictures sprawled over top selling magazines and news of her next Oscar winning performance announced on the nightly news. She parades down the stairs in her flowing gown and awkwardly bright red lipstick smeared on her pouted lips, telling tales of her affluent lifestyle. Joan and Melissa Rivers wait breathlessly for interviews. She has no time for ordinary folk that desire her precious time. A life waits where she's pampered daily by servants at her beck and call.

Certainly that was my childhood. I proudly own up that I had trunks overflowing with dresses and tiaras and over ten shades of gaudy lipstick. A picture of one evening's performance is taped on my family's home refrigerator. I now laugh at my camera-ready smile and the eyes of a firm undaunted believer who was heading straight to stardom at the age of four. My young girl dreams have faded but my parents have done their part to better equip me to live an average existence.

Growing up unfortunately brought about the notion that I needed a plan of action rather than a Cinderella tale of rags to riches. I couldn't depend on one day being "discovered" and making millions. At some point I needed to find what my real talents were and map my future. Even though my plans are still rough and lopsided, I've come back from fantasy land and found a few things that will undeniably be in my future. As a full time college student, I've surprisingly picked a pleasing plan of action. I'll head directly to grad school (as long as the parental funds are still compliant) then settle down into a middle school or high school teaching career. I've also dabbled in the thought of becoming a professor at a college or university or climbing the administration ladder in grade school. Conventional life, while it's logical, will never overturn my emotions and dreams to run wild. Whatever my profession, there are some things that will never change.

When I open the Rover's North News and Land Rover magazines my fantasy world becomes reality. I would give anything to trek across northern Canada and document my journey, or race across the African plains in my first series truck. I can live knowing I won't become a famous actress, but I cannot survive without my outlet to venture into uncharted world. So much unexplored territory, trails to be conquered, articulation balances to beat, and people to prove

wrong that "feminine" and "rough and tough" are one in the same.

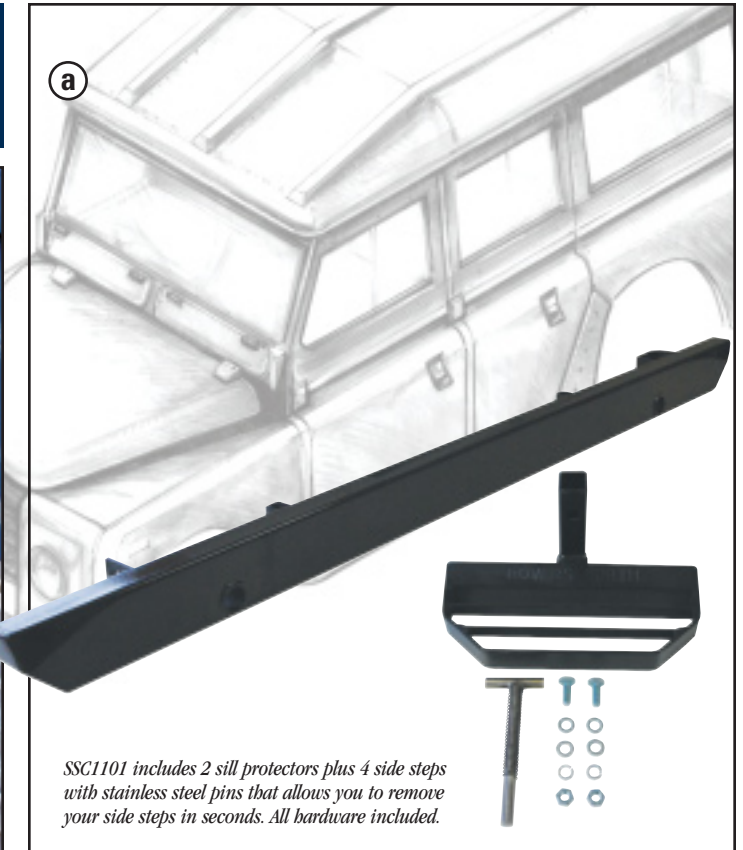
I must admit the seemingly Rover oriented gal in previous articles has been living a double life. The tiaras have gone missing and the ball gowns hidden in a dark corner of the attic, but the lipstick is just toned down to earthy hues. It would be unthinkable to walk into my college room and suspect I get light-headed over a clean series truck or the purr of a reverberating Tdi conversion. My room is sprinkled with purple rugs, pink pocketbooks, shoes to match every blouse and every shade of nail polish to top it off. My mother's aided by adorning me with numerous work suits and skirts to wear teaching. If I'm feeling daring enough, I'll even clutch my crimson red heart plastered Nalgene water bottle.

Life would be trouble-free if I fixed Land Rovers for a living. I wouldn't need to worry about wrecking an expensive suit or staining a pea coat. It's a nuisance coming home from teaching when my father needs help holding his new ARB bumper while he grinds out the old one. I'd never need five minutes to find my Carharts and a ratty tee-shirt.

Sadly, I cannot let go of my feminine side and I actually enjoy living my twofold life. It's a duty I must fulfill like Spiderman and Catwoman who save the world from evil doers. I must be a distant cousin of the X-Men or a new half breed: business woman and outdoor extremist to the rescue of all fed up females needing an outlet. Like Spidey and Catwoman I may not live each life simultaneously but while they keep the world spinning, I pack up the Rangy with the necessities: hairspray, lipstick, a double loop tow strap, heavyweight steel shackles and steering fluid, because *that* leaks too!



# EXTERIOR



## THE BEST PRICES ON EVERY ROCK SLIDER

### (a) Rovers North Rock Sliders Defender 110

With the Rovers North Rock Sliders Protector, you will not only be able to protect your body work, but with the convenient jacking points you will be able to use your Jackall for recovery or simply changing a tire. Another great feature is the 4 release quick steps. These steps not only make it easy to get in and out, they can also slide out for off-roading just by pulling a hidden stainless steel release handle. Rock Slider set arrive with 4 removable side steps and all installation hardware.

SSC1101 Rovers North Rock Sliders, Defender 110, Black Finish & Includes 4 quick release steps .....\$ 795.00

### (b) Mantec Rock Sliders Defender 90/110

These robust Rock Sliders protectors prevent damage to the bodywork during rock-crawling adventures. Convenient jacking points on the Defender 90 version allow for use of the Jackall & HiLift adapter for recovering when high centered or for changing tires. Sill protectors arrive with all hardware and installation instructions. May not be compatible with factory or aftermarket side steps.

RNA1001 Mantec, Defender 90 with Jack points, Black Finish .....\$ 299.95  
RNA1005A Mantec, Defender 110, without jack points, Black Finish ....\$ 269.95

### (c) Rovers North 88 Rock Sliders

These heavy duty sill protectors feature a hot dipped galvanized finish. Designed to prevent damage to the bodywork during off-roading. Will enhance fuel tank protection from side impacts. Convenient jacking points allow for use of the Jackall & HiLift adapters for recovering when high centered or for changing tires. Sill protectors arrive with all hardware and installation instructions. May not be compatible with factory or aftermarket side steps.

RNA1011 Series II, IIA, III 88" Sill Protectors, Galvanized Finish .....\$ 310.95



**(d) SlickRock Fabrication's Rock Sliders**

SlickRock Fabrication's Discovery sliders mount using solid U shaped laser cut mount that wraps around the factory sill to provide increased strength, unlike some other sliders that use two or more pieces in an attempt to "sandwich" the sill.

**Mounts**

Laser cut 3/16 steel

Mount is formed into a solid U shape using a CNC press break

**Slider Body**

3/16 Steel Tube

Formed to match the couture of the Discovery body

MIG welded

**Hardware**

3/8 Grade 8 bolts

3/8 Grade 8 Nyloc Nuts

3/8 Grade 8 Flat washers

**Finish**

Fully bead blasted to promote adhesion of top coating

High pressure Phosphate wash ensures all contamination is removed prior to application of top coat

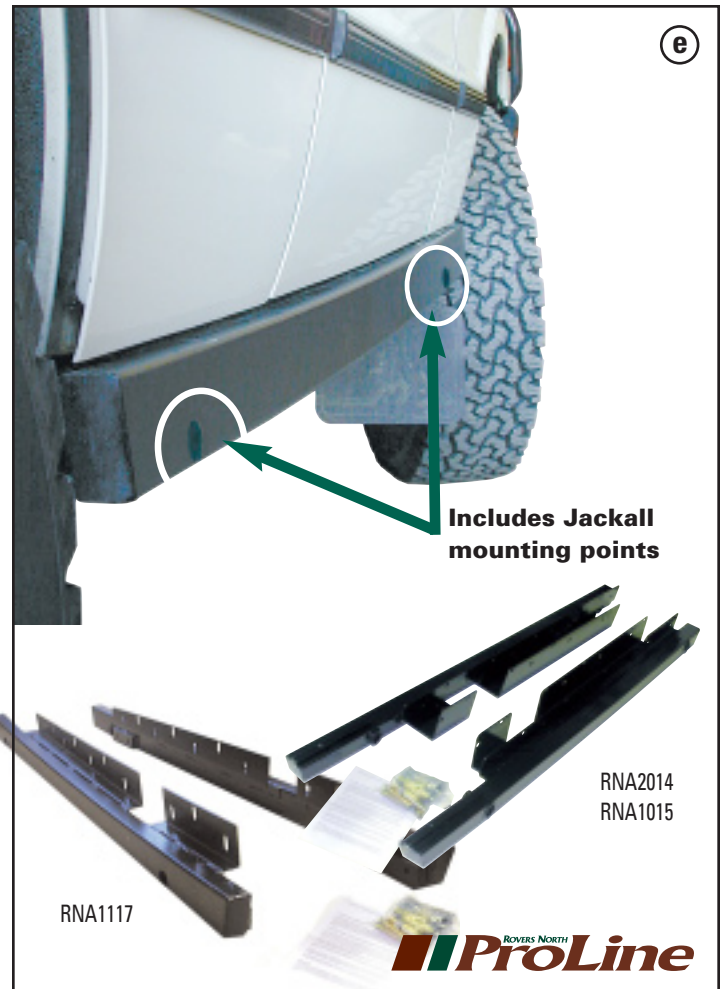
Coated with a durable baked on semi gloss powder coating

RNA1113A RR Classic, Discovery I .....	\$ 599.95
RNA1117A Discovery II .....	\$ 599.95

**(e) Rovers North Rock Sliders  
Discovery & Range Rover Classic**

Essential protection for heavy off-road use. Additional shipping charges will apply due to weight of product.

RNA2014 Range Rover Classic & Discovery I .....	\$ 499.00
RNA1015 Range Rover LWB .....	\$ 529.00
RNA1117 Discovery II .....	\$ 499.00



# Robison on Rovers

## Repairing an engine with a dropped liner

Welcome to the 10th installment of *Robison on Rovers in the Rovers North News*.

Many of you have read my posts on the *Rovers North* and *DiscoWeb* bulletin boards, and some have corresponded with me on various topics. For those who don't know me – I manage J E Robison Service – on the web at [www.robisonservice.com](http://www.robisonservice.com) – an independent Land Rover specialist shop in Springfield, Massachusetts. I've worked continuously with Land Rovers since their re-introduction to North America some fifteen years ago. In my column, I can answer your questions at greater length than is possible on the bulletin boards. Each issue, I will take on a few of the interesting questions I receive or will address a topic of interest to Land Rover owners.

I am a longtime Land Rover owner. I've had many Land Rovers over the years, and currently have a 2000 Range Rover P38A, a 1996 Discovery I, and a 1966 Series. My father has a 1995 Range Rover Classic, and my brother has a 2003 Discovery II. So we're a Land Rover family.

If you have questions or issues you'd like discussed email: [robison@robisonservice.com](mailto:robison@robisonservice.com)



What's the worst thing a Land Rover owner can hear? For many, the words "Sounds like you have a dropped liner" are right up there with getting a venereal disease, catching polio, or receiving a visit from the criminal investigation unit of the IRS. . .

In this month's column, I'd like to talk about what to do when you hear those words. If you think "when you hear those words" is too negative – after all, you made it this far without getting an STD, so why should you get a dropped liner . . . we'll look at ways you can prevent them. I'm not a biology teacher or a doctor, and I don't play one on TV, but I still have some ideas on liners that you may find useful, so read on . . .

The Land Rover V8 engine block is made from aluminum. The block is the part of the engine that holds the crankshaft, rods, and pistons. The pistons move up and down in cylinders, which are tubes drilled into the block. A V8 engine has eight of these pistons and cylinders, arranged in a V pattern when viewed from straight ahead. The rods connect the pistons to the crank, which translates the up-and-down motion of the pistons into the rotary motion that drives your Rover forward. Aluminum is light but it's not very resistant to abrasion. For that reason, the aluminum is not used for the cylinder walls in Rover engines. Rover bores the aluminum block a little bit bigger than the required cylinder diameter. Then they press in hard steel tubes – precision machined pieces of pipe, really – called liners. The pistons move up and down inside these liners. The liners are hard enough to resist wear for hundreds of thousands of miles if properly maintained.

In addition to the holes for the liners, the block has a number of other holes that carry oil and coolant throughout the inside of the engine. In fact, there are passages in the block that allow coolant to flow

around the liners in several spots to carry away the excess heat of combustion. These coolant passages are one of the potential trouble spots in Rover engines. More on them later.

When the aluminum blocks are manufactured, a machine drills a set of eight cylinder bores a preset distance into the casting. Cylinder liners of a precise length are then pressed into the bores until they seat at the bottom and they are then machined flush with the top. They are held tightly in place by the cylinder heads, which bolt onto the engine block and cover the pistons and cylinders with combustion chambers. At least that's the idea. It doesn't always work out that way, though.

If you've read this far you are no doubt aware of the British mastery of automotive production quality. When the Rover engines were assembled some motors had the liner holes bored a bit too deep, and some liners were a bit too short, and some liners bottomed out on aluminum shavings that subsequently fell out. All these things left a little bit of room for the liners to be able to move up and down.

Now, the liner was pressed in pretty tightly and it would not just move up and down on its own. What does it take to make it move? You guessed it – heat. When a Rover engine overheats the aluminum block expands a little more than the steel liner, just enough that a liner can loosen up and start moving up and down with the movement of the piston. It only takes a few moments of up-and-down for the liner to wear away the aluminum enough that when the motor cools the liner will remain loose.

When this happens, you end up with a light tapping sound coming from inside the engine. In the early stages, the engine will still run well but the longer you drive it the looser it gets. I've seen engines last for thousands of miles in this state. But remem-

ber how we talked about those coolant passages around the liner a few paragraphs back? As the liner gets looser, some of that coolant can start to leak into the cylinder, and combustion gases from the cylinder can leak into the coolant. When that happens, it spells the end for your motor as it begins to overheat any time you place it under load. That's when you take it to the shop and hear those dreaded words. It's the Land Rover equivalent of a bad result on an AIDS test.

The traditional cure for this problem has been the installation of a brand new short block – a new block fitted with pistons, rods, and crank. A few years ago, when new blocks were available for \$1,300, this was the way to go. But today, the price of new short blocks exceeds \$4,000 for some models and the total cost of repair can easily exceed \$9,000. Clearly, a less costly alternative is welcome.

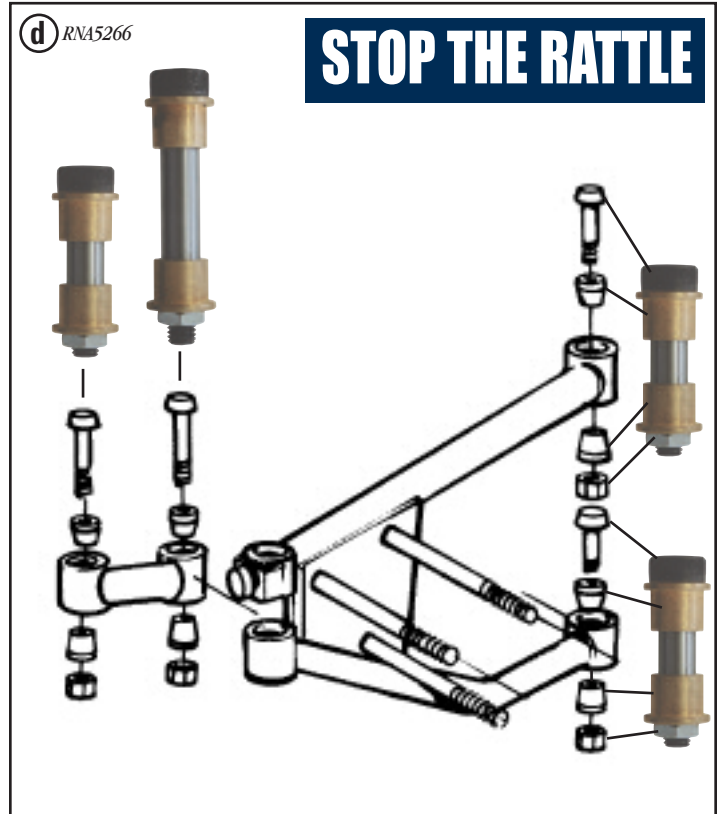
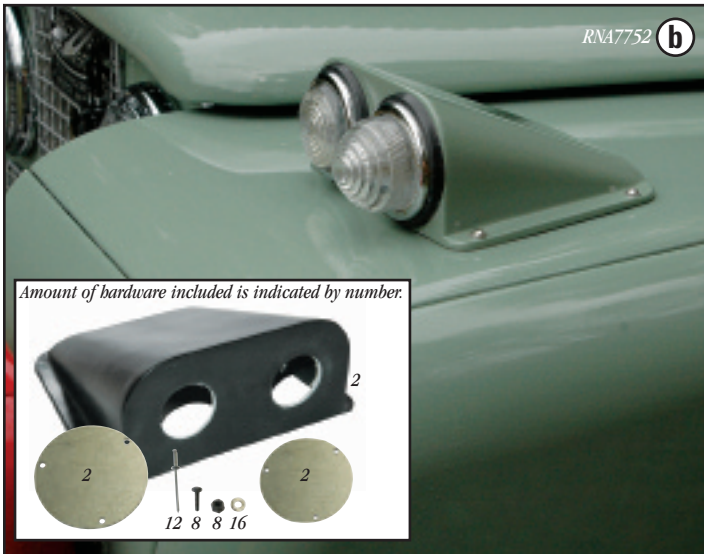
For many years our shop had been repairing liner problems with Rolls Royce, Bentley, Jaguar, and Ferrari engines. We are now doing the same with Land Rover motors. We didn't repair Land Rover motors until recently because the cost of replacement blocks was low. But that situation has changed. So, without any further ado, here is how we fix a liner problem.

The engine is stripped to its component parts and everything is cleaned. If the engine has sludge from not changing the oil, we'll clean it up here. We look carefully at the fit of the liners in the block. You can often (but not always) see a dropped liner even though they are seldom loose enough to move by hand.

Next, we use flatness gauges to make sure all the precision flat surfaces of the block are really straight and flat. If they aren't, we machine them till they are. If the mating surface between the block and head is not perfectly flat, you'll have fluid leaks or other problems. We then bolt plates over the tops of both cylinder decks and plug the oil and coolant holes down below. We fill the oil and coolant passages with high pressure compressed air to check for leakage. Some leaks can't be easily seen and this method allows us to find them.

The pressure test also helps find cracks in the





**(a) NEW Discovery I Heavy Duty Rear Bumper**

Take your Discovery I to the next level with our NEW Heavy Duty Rear Bumper. Includes recovery jacking points, hardware and instructions. Requires slight modification to existing rear chassis to mount.  
 RNA8603 Discovery I Heavy Duty Rear Bumper .....\$559.00

**(b) Wing Top Lamp Pod Kit**

This kit allows you to relocate your side and directional lamps to your wing tops. Designed for early Land Rovers with headlamps in front of radiator. Gel coated fiber glass molded pod supplied in black. Can be painted to match your body color. Kit includes 2 pods, blanking plates for wings and all necessary hardware. Lights not included.  
 RNA7752 .....\$199.00

**(c) Swingaway Wheel Carrier**

This Wheel Carrier works with the door to relieve all weight of the spare tire so your door is light and easy to use. Zinc phosphate and black polyester-coated heavy duty tubular steel construction takes the stress and weight off of your rear door hinges. Includes instructions and all necessary hardware for installation. Will fit Series II, IIA, III, Defender 90/110.

RNA2550 MANTEC Swingaway Tire Carrier .....\$ 499.95

**(d) ALL NEW For Defender 90 Preston Hinge Kit**

The economical solution for renewing worn out tire carriers. Kit includes 4 replacement hinge bolts, bushings, and nuts for Defender 90 rear tire carrier.

RNA5266 Preston Hinge Kit .....\$ 159.00

aluminum casting, which we then repair. We also use chemical tests to find cracks. Cracks can appear anywhere stresses are high, and repair now can prevent catastrophic failure later.

The failed liners are then extracted from the block in much the same way as a dentist extracts a tooth from your mouth, but the blocks seldom yell or squirm afterwards. We do strap the block securely to a table before extraction, just like a dental patient. Blocks do not bleed like people afterward because we've removed the fluids first in the cleaning process.

We bore the aluminum block a little larger and press in a slightly oversize liner, which we bore to size. We measure the pistons and fit new ones, if needed. Otherwise, we install the old ones with fresh rings. Most of the time, we'll install new main and rod bearings. If the engine had sludge damage, there's a good chance we'll need to grind the crank to repair the excessive wear. We clean up or rebuild the rods, rebalance the motor, and it's good as new.

The other bits and pieces of the engine are cleaned and serviced and the whole thing is put back together and put back in the vehicle. The cost of a repair like this is usually considerably less than the cost of a brand new short block. There are more dentists than automotive machinists in most phone books, but if you look around you should be able to find someone with the skills to do this wherever you live. The process I describe is used on many other motors so a skilled machinist should be able to do a Land Rover block as well as a GMC engine in a bus. Kind of makes you wonder why the same dentists that do people don't do horses and dogs, doesn't it? But

that's a topic for another article.

Now, the part you've all been waiting for – prevention. How can you keep this from happening to you?

Well, the answer is simple. Keep your motor cool. How cool is cool? 190 degrees, that's how cool is cool. Your thermostat opens at about 180 degrees. The engine needs to be that warm to run efficiently. The cooling system should be able to keep it from getting any hotter in almost any weather. If your temp gauge rises, it's time to take action – before you cook a liner and turn a \$600 cooling system job into a \$6,000 engine job.

At 100,000 miles, radiators are usually clogged and they should be re-cored or replaced. Cooling fan clutches wear out and electric fans fail. Make sure these things work on your truck. Also, make sure the system is full of coolant of the correct type. Mixing the traditional green coolant with the newer orange Dex-cool products can lead to formation of sediment and other bad things. So, make sure that doesn't happen in your motor.

Once a Rover is past the initial break-in, liners almost never fail unless there is an overheating incident. So the answer is simple: no overheating = no liner failure.

Before I go, I'd like to tell you about some books I've been reading and pictures I've been taking . . . Working in the Wild – Land Rover's Manual for Africa, is Land Rover's official guide to operating their vehicles in primitive places. It's full of practical advice that might get you home from some remote place one day. Buy your copy now, because if the American

product liability lawyers see the common sense advice in this book it will vanish in the blink of an eye.

Topics in this book include selecting the right Defender for the job; compiling and maintaining a stock of spare parts; driver training; emergency repairs; fact about fuel; building a workshop in the wild; selecting the right accessories; and a final section entitled . . . what if?

Mozart in the Jungle, from oboist Blair Tindall, is a colorful look at the seamier side of the classical music world. It's not the conservative, staid, respectable place you may imagine. It's a lot livelier, and if my own experience is a guide the reality is even wilder than the book. Some of you are aware that I was in the music business before I was taken up with Land Rovers, although I was into electric music, not classical. If you liked my brother's books, you'll probably like this one too.

Inequality Matters – the growing economic divide in America provides some new insights into our vanishing middle class, how we got that way, and what we can do about it. This book is a series of essays by well known authors that was compiled by Demos, a New York based think tank that studies social policy in America.

And finally, for those diehard Robison fans . . . I have put a public gallery of my photos online at [www.pbase.com/robisonphoto](http://www.pbase.com/robisonphoto) Feel free to check it out and leave comments or reactions. I'm going to try and add a new picture every day to keep it interesting.

See you next time  
John Robison





**(a) Snow shield for LHD Defender Heater Intake**

Defender XD Wolf style snow shield for heater intake. Made from Zinc-plated 18" gauge steel painted black. Offers total snow protection without interfering with airflow. As used by winterized waterproof military XD Wolf Land Rovers. Uses existing cowl screws to fasten.

PLH690 Cowl-Heater Intake Defender 90/110 .....\$ 169.00

**(b) Defender Aluminum 5 Bar Body Protection Kits**

Reinforce your body work with these G4 style 5 bar protection plates. Made from non-corrosive aluminum alloy. Available in Black or Silver.

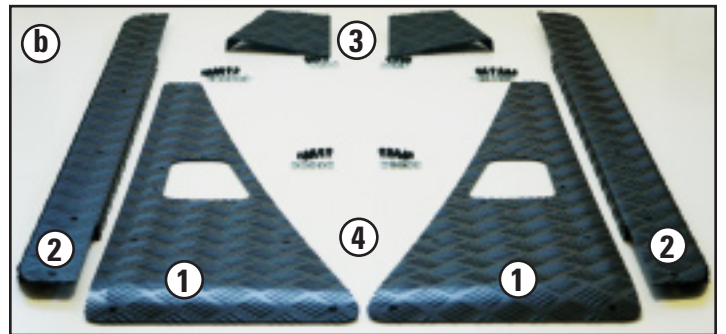
**Includes stainless and anodized hardware.**

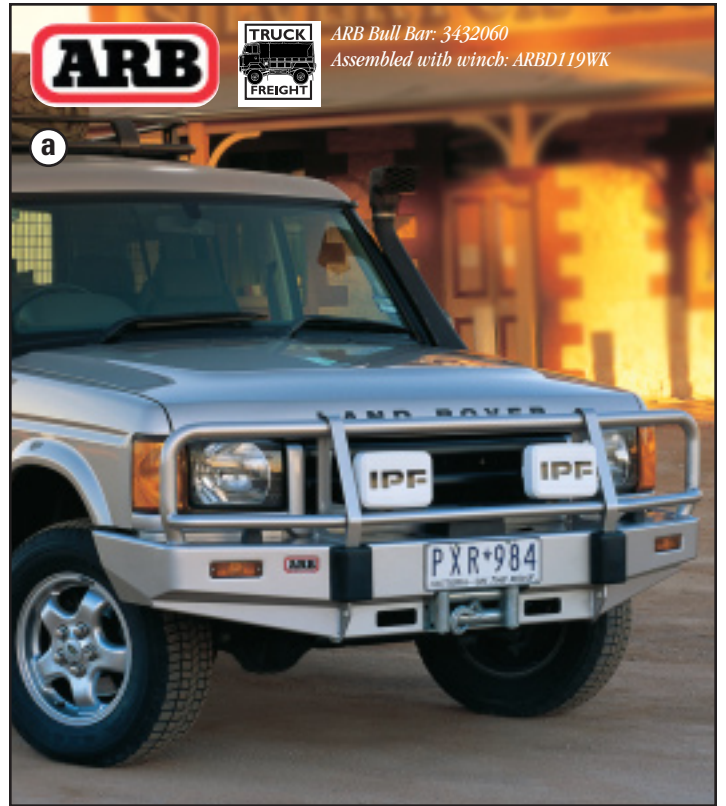
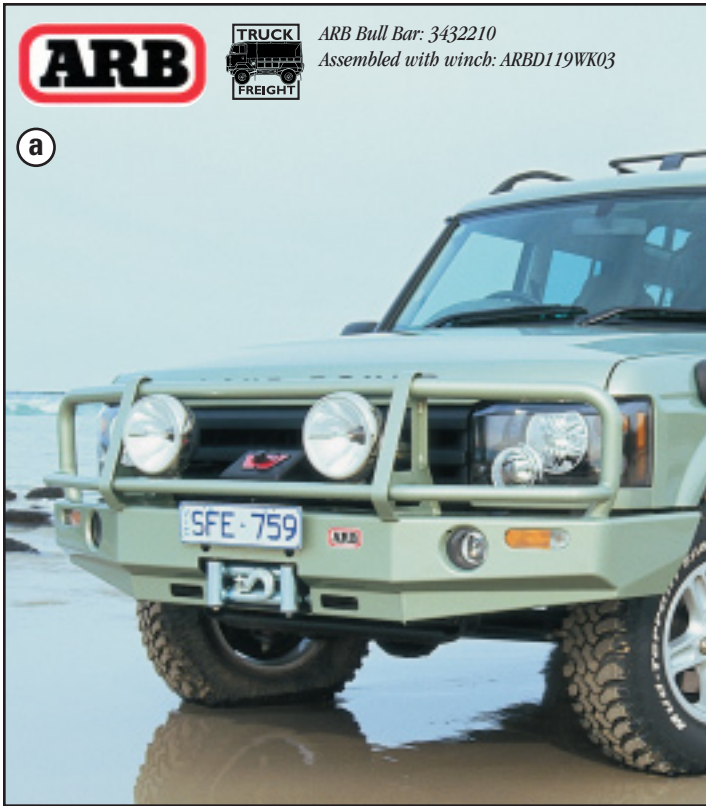
1) Pair of wing top protectors with hardware for Defender  
 Defender 90/ 110 Black RNA6510B.....\$ 159.00  
 Defender 90/ 110Silver RNA6510 .....\$ 159.00

2) Set of sill protectors with hardware for your Defender  
 Defender 90 Black RNA6530B.....\$ 119.00  
 Defender 90 Silver RNA6530 .....\$ 119.00  
 Defender 110 Black RNA6531B.....\$ 129.00

3) Set of rear quarter protectors with hardware for your Defender  
 Defender 90 Black RNA6550B .....\$ 65.00  
 Defender 90 Silver RNA6550 .....\$ 65.00  
 Defender 110 Black RNA6551B.....\$ 65.00

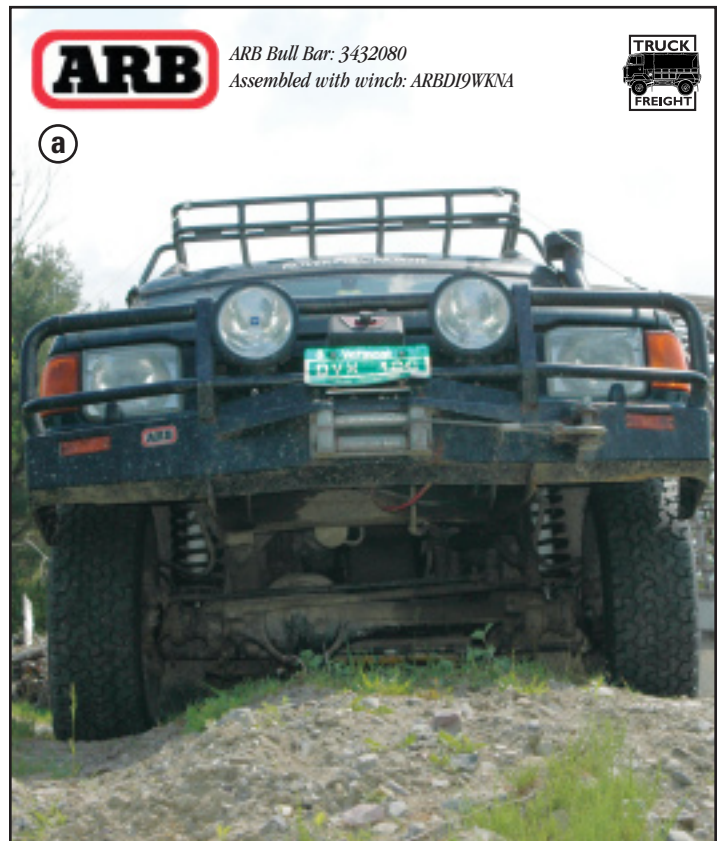
4) Complete set of wing top protectors, sill protectors and rear quarter protectors for your Defender. All hardware included.  
 Defender 90 Black RNK6500B .....\$ 325.00  
 Defender 90 Silver RNK6500 .....\$ 325.00  
 Defender 110 Black RNK6501B .....\$ 325.00





**OFF-ROAD**

**DIRECT FROM AUSTRALIA**





## Differential Guard



(b)

Front Differential Guard

## (a) Save on ARB Bull Bars & Warn Winch Combinations

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

3432080	Discovery I ARB Bull Bar only.....	\$ 759.95
ARB019WKNA	Discovery I ARB Bull Bar w/Warn XD9000 installed '94-1999.....	\$ 1899.95
3432060	Discovery II ARB Bull Bar only, '99-2002.....	\$ 939.95
ARB0119WK	Discovery II ARB Bull Bar w/Warn XD9000 installed, '99-2002.....	\$ 2085.90
3432120	Discovery II ARB Bull Bar only, 2003 on.....	\$ 939.95
ARB0119WK03	Discovery II ARB Bull Bar w/Warn XD9000 installed, 2003 on.....	\$ 2085.90
3932020	Discovery II ARB Sahara Bar only, 2003 on.....	\$ 1095.00
SBD119WK	Discovery II ARB Sahara Bar w/Warn XD9000 installed, 2003 on.....	\$ 2254.95
3430020	Range Rover Classic ARB Bull Bar only.....	\$ 779.00
ARB9WK	Range Rover Classic ARB Bull Bar w/Warn XD9000 installed.....	\$ 1924.95



ARB Bull Bar: 3430020  
Assembled with winch: ARB9WK



## (b) Differential Guard

Essential protection for off-road use. Anodized Steel guard clamps onto the front axle housing and protects the front differential from the most common off-road hazards.

DIFF01AA	RR Classic, Discovery I & Defender....Front or Rear.	\$ 89.95
DIFF02AA	Discovery II (non-ACE only) .....Front.....	\$ 99.50
DIFF03	Range Rover P38A .....Front.....	\$ 179.00

## (c) Aluminum Skid Plate

Made from heavy duty 10mm aluminum alloy with galvanized steel brackets, this skid plate is strong and corrosion proof, yet lightweight. Drain holes help prevent moisture build-up. Designed to protect your steering and front axle housing from off-road hazards.

RNA4111	Range Rover Classic & Discovery I.....	\$ 399.00
RNA4117AA	Discovery II.....	\$ 429.00

## (d) Skid Plate for Range Rover Classic and Discovery I

When simple is better, this one piece galvanized steel skid plate is the answer. Simple to install, using existing chassis hardware. Features built in recovery rings and jack points. Mounts to inside front chassis rails. May not fit with some aftermarket bumpers and/or brush bars that also mount to the inside chassis. Will require modification or use RNA4111 shown to the left.

RNA4115	Galvanized Skid Plate for Range Rover Classic & Discovery I.....	\$ 229.00
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## Aluminum Skid Plate



(c)

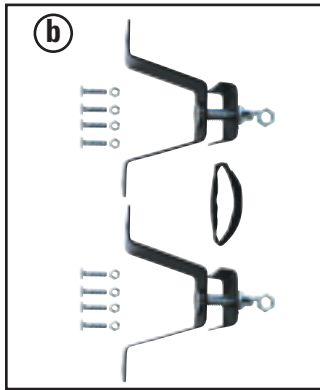
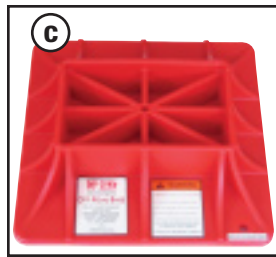
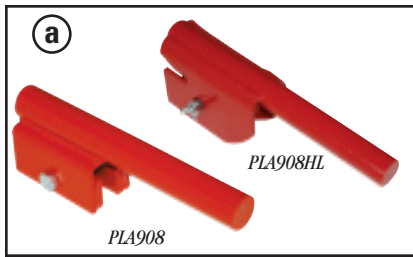
RNA4111  
Steering Guard  
for RR Classic &  
Discovery I

## One Piece Galvanized Steel Skid Plate

(d)

**This price just keeps getting better.**





**(a) NEW Jack Adapters**

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

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

**(b) 4X4 RAC**

This universal jack rack can be mounted inside or out, where ever your jack will fit. It can be used on **Jackall or Hi-Lift jacks**. Includes hardware.

- 4X400 Hi-Lift 4X4 Rack.....\$ 29.75

**(c) Off Road Jack Base for Hi-Lift Jacks only**

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

- ORB Jack Base .....\$ 34.95

**(d) Loc Rac by Hi-Lift**

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

- LR200 Loc Rac.....\$ 24.00

**(e) 60" Hi-Lift Jack**

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

- HL605 Jack.....\$ 72.50

**(f) 48" Hi-Lift Jack**

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

- HL485 Jack.....\$ 69.00

**(g) 48" Jackall**

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

- RNA901 Jackall.....\$ 69.95

**(h) Jackall Bag**

Protect your Land Rover and Jack at the same time. Heavy duty padded nylon w/double zippers. Fits both 48" Jackall and Hi-Lift Jacks.

- RNA9111 Jackall Bag.....\$ 39.95

**(i) Pro Comp Soft Recovery Straps**

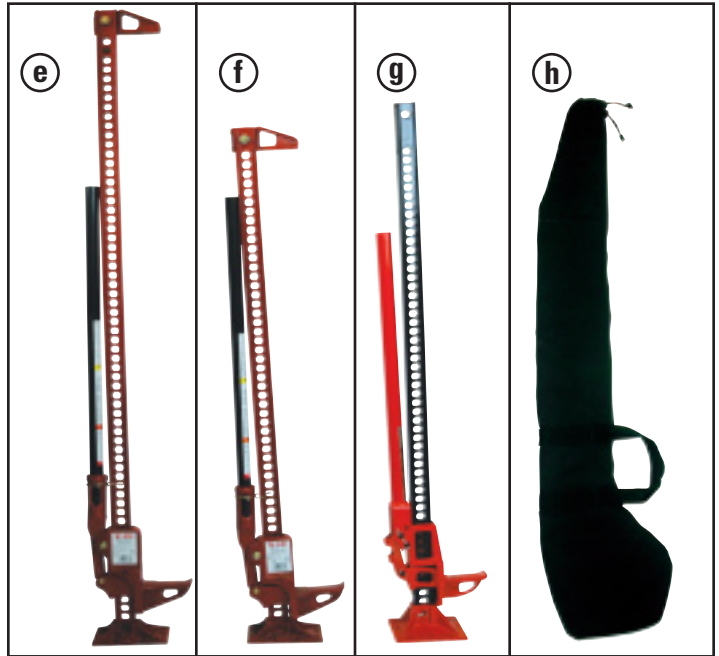
Latest in recovery tools SOFT STRAPS Better shock absorption. Better energy magnification.

- RNH548 2"X20' strap, 20,000 lb. ....\$ 29.95
- RNH549 2"X30' strap, 20,000 lb. ....\$ 39.95
- RNH550 3"X30' strap, 30,000 lb. ....\$ 54.95
- RNH551 4"X30' strap, 40,000 lb. ....\$ 69.95

**(j) Polyurethane Securing Ring**

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

- RNA9112 Securing Ring.....\$ 9.95



**(k) Safari Snorkel Raised Air Intakes**

Manufactured from premium quality UV stabilized black polyethylene.

RNA390HF	Discovery Series I 3.9L.....	\$ 389.95
RNA395HF	Discovery Series II 4.0L.....	\$ 399.95

**(l) Raised Air Intakes and Wading Kits**

Originally designed to combat the sandy dust of the Sahara Desert, Mantec's **Raised Air Intake** ensures a cleaner air supply to your engine when driving in dusty conditions. Made of zinc-phosphated steel and black polyester-coated (paintable to match body color). Used in everything from the Camel Trophy to the G4 Challenge. Includes hardware and fitting instructions.

RNA1003	Discovery I Mantec Raised Air Intake .....	\$ 399.00
RNA1013	Discovery II Mantec Raised Air Intake .....	\$ 459.00
RNA1115	Range Rover Classic Mantec Raised Air Intake .....	\$ 399.95
RNA1002	Defender90/110 NAS Mantec Raised Air Intake .....	\$ 499.95
RNA2002	2.5 NA, 2.5 Turbo, 200 TDI Mantec Raised Air Intake .....	\$ 349.95
RNA2002TDI	Defender Td5, 300 TDI Mantec Raised air Intake (Black PVC Plastic) .....	\$ 329.95

MANTEC's **Wading Kit** includes breather extensions and connectors for front and rear axles, gear box and transfer box up to the height of your raised air intake to improve your vehicle's wading ability in wet or flooded conditions. (Not shown)  
 RNA1012 Wading Kit, Tdi, V8 fits RRC, Discovery I and Defender ..... \$ 109.95



# Greetings from Iceland

By Scott Hamilton



Gleðileg jól og farsælt komandi ár, or Happy New Year from Iceland

By Scott Hamilton

[Scott Hamilton, New York, NY, is an investment advisor and president of Great Circle Partners LLC. He's also a director of the famous Explorer's Club and he's climbed Mt. Everest. Perhaps the boldest risk he's ever taken is to trust his '73 Series III, which resides at his summer house in Maine, to serve as his only car. Scott and his girlfriend Melissa Ryan, also of New York, spent New Year's in Iceland where Defender 110 added to the celebration —ed.]

It was my '73 Series III 88" HT that brought Melissa and I together. She was caretaking the house next door, and I had unwittingly "dog-napped" her canine charge "Timber," a frequent visitor at my house. Timber loves riding in my Land Rover. Melissa was picking blackberries along the road when I happened by in my Rover with her rover in the seat next to me.

Maybe it was the smell of the dripping 90 weight - anyway we ended up having dinner together and that was a year and a half ago.

This past summer Melissa and I visited Iceland and took a ride inland to view the geothermal "moon-scape" of the Icelandic interior from a "Super Rover". Icelanders use these modified Defenders to gain access to the deep interior of the island. While riding around with our buddy Gudmundur Eyjolfsson, we learned about the Icelandic penchant to drive of snow covered glaciers in the deep winter. They actually drive on top of the snow, not through it. This sounded pretty cool, so we decided to return to celebrate New Years in Iceland in order to check it out.

Gudmundur is a real pro and his '99 Tdi-5 turbo-diesel Defender is tricked out with studded 44" snow tires, front and rear ARB locking differentials, GPS, on-board compressor, winch, and a lot of self-rescue gear. The car is lifted up 10cm, uses Defender 130 coil springs and 44" tires. That meant the rear axles had to be moved back by 8 cm. He also installed an "underdrive" with lower gear ratios, an engine



heater and a rear compartment heater. A 220 volt system powers a VHF radio and a long distance cell phone.

He noted that “this is a Land Rover I drive every day. It is my work horse, but I also use for personal use like going to the bank or whatever. So when we modify them they have to handle well on normal roads. For normal roads I have 25 psi pressure in the tires, for rough gravel tracks I take them down to 8 psi that gives you a very soft ride. But for deep snow conditions I take them down to 2 to 3 psi. Then the tire has a very large footprint the result is the same as putting on your snowshoes. You start to float on the snow and get more grip.”

In a few places we used an iron bar to probe conditions before proceeding. Low spots can be treacherous as melted water can run beneath the snow, creating big icewater sink holes. Gudmundur says his biggest scare came trying to ford a glacial river...turned out to be deeper than he thought...says the engine will die when water inside the cabin reaches the electronic chips under the passenger seat.

Gudmundur noted that “the glacier we went to is Langjokull the second largest in Iceland 1000 square kilometers, with ice up to 450 meters thick. Glaciers cover a big part of Iceland or about 11% of the total land mass.”

We’ll never forget the experience of a high-noon at about 67 degrees North, in the middle of nowhere on a snow covered glacier. The only signs of life we saw were the footprints of an arctic fox. The light is really flat; it was almost impossible to distinguish where the snow ends and the sky begins. The diesel provided awesome low end torque and worked really well.

Driver technique is key, as I learned while taking a turn at the wheel. Gudmundur made it look easy. I got stuck several times. Gummie gave me a few driving tips. Don’t turn the wheel unless the vehicle is in motion. Even on snow there’s a chance you’ll break the bead at such low tire pressures. Also, he sprayed the tires with solvent before we headed out onto the glacier. It seems the tires pick up some asphalt residue from driving from Reykjavik, and it interferes with the traction on the snow.

Reykjavik is located at 66 degrees North, so there’s not much daylight in mid-winter. Still, New Year’s in Iceland is awesome. First, you take a toot of the local liquor nicknamed “Black Death.” Then you light huge bonfires in the neighborhoods (think three-storey house size piles of wood), and around midnight the entire city of Reykjavik, from one end to the other, erupts in the most spectacular display of fireworks on the planet. By comparison, the average 4th of July display look dim. And then there’s the outdoor geothermal hot springs filled with turquoise mineral water – sigh!

To Melissa, the Rover ride on the snow covered glacier was a “once in a lifetime experience.” In the dead of winter there are only about 4 hours of sunlight; sunrises and sunsets each seemed to last for about an hour. The eerie flat half light made it hard to discern the boundaries between snow and sky, sort of like being in another world. What a special way to welcome 2006.



## Genuine Vented Steel Wheels

Genuine Land Rover Steel Wheels for off-road use. The absolute strongest wheels you can bolt onto your Land Rover. Designed for extreme off road use. 16 x 7 inch. Buy a set of four or five and save even more!

### Range Rover Classic, and Discovery I, Series II, IIA, III, D90/110

RNW216	Steel "Wolf" Wheel finished in black.....	\$ 94.95
RNW216/4	Set of four Wheels .....	\$ 349.95
RNW216/5	Set of five Wheels .....	\$ 425.00
RNS066	Steel Wheel Lug Nut .....	\$ 2.39

### Range Rover P38A, Discovery II

RND260	Steel Road Wheel, Finished in silver .....	\$ 159.95
RND260/4	Set of four Steel Road Wheels .....	\$ 619.00
RND260/5	Set of five Steel Road Wheels.....	\$ 749.00
RNH611	Steel Wheel Lug Nuts .....	\$ 1.78



RNW216



RND260

## MECHANICAL PARTS



RNW216

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

Check Out These Girling Prices

RNB535	Front Right, Genuine.....	\$ 65.95
PLB535	Front Right, ProLine (Lucas/Girling).....	\$ 45.00
RNB536	Front Left, Genuine .....	\$ 65.95
PLB536	Front Left, ProLine (Lucas/Girling).....	\$ 45.00
RNB537	Rear Right, Genuine.....	\$ 69.50
PLB537	Rear Right, ProLine (Lucas/Girling).....	\$ 45.00
RNB538	Rear Left, Genuine .....	\$ 69.50
PLB538	Rear Left, ProLine (Lucas/Girling).....	\$ 45.00



RNB536 Wheel Cylinder

## Lucas Brake Fluid

GBF4250	Lucas Brake Fluid, 250 ml.....	\$ 4.00
GBF4500	Lucas Brake Fluid, 500 ml.....	\$ 7.00
GBF4100	Lucas Brake Fluid, 1 Litre .....	\$ 12.00



## ProLine Series II, IIA, III Brake Drums

PLC534	88 Series III 10" Brake Drum, ProLine .....	\$ 49.95
PLC545	88 Series II, IIA 10" Brake Drum, ProLine .....	\$ 49.95
PLC216	109 Series II, IIA, 2.25ltr thru Suff. G, ProLine .....	\$ 54.95
PLC504	109 Series IIA, III, 2.25ltr 1971 on, ProLine .....	\$ 42.95

## 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.....	\$ 159.95
RNK681	109" Single System.....	\$ 159.95
RNK682	88" Dual Power, Series IIA.....	\$ 194.95
RNK683	88" Dual Power, Series III .....	\$ 197.50

## Series Brake Shoes 88" and 109"

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

PLF320	88" Bonded Shoe Axle Set, front and rear.....	\$ 36.95
PLF343	109" Bonded Shoe Axle Set, front only, 2.25ltr .....	\$ 36.95
PLF321	109" Bonded Shoe Axle Set, rear only, all models .....	\$ 44.95
PLF342	Brake Shoes for handbrake, Series IIA/III .....	\$ 21.95



PLF320 Series Brake Shoes

## ProLine Brake Calipers with no Core Charge

Defender 90/110

PLF300A	Defender 90, Front Caliper, NEW, RH .....	\$ 169.15
PLF301A	Defender 90, Front Caliper, NEW, LH.....	\$ 169.15
PLB198A	Defender 90, Rear Caliper, NEW, RH.....	\$ 114.95
PLB197A	Defender 90, Rear Caliper, NEW, LH.....	\$ 114.95
PLF200	Defender 110, Front Caliper, NEW, RH .....	\$ 314.95
PLF201	Defender 110, Front Caliper, NEW, LH.....	\$ 314.95

Discovery I

PLB192A	Front Caliper, NEW, RH .....	\$ 161.46
PLB191A	Front Caliper, NEW, LH.....	\$ 161.46
PLB198A	Rear Caliper, NEW, RH .....	\$ 114.95
PLB197A	Rear Caliper, NEW, LH.....	\$ 114.95



PLB191A Brake Caliper

Range Rover Classic

PLB014A	Front Caliper, NEW, '87-1989 RH.....	\$ 144.95
PLB015A	Front Caliper, NEW, '87-1989 LH .....	\$ 144.95
PLD259A	Front Caliper, NEW, '93-1995 RH, From Vin # 637568.....	\$ 169.95
PLD258A	Front Caliper, NEW, '93-1995 LH, From Vin # 637568 .....	\$ 169.95
PLB011A	Front Caliper, NEW, ABS & Hunter, '90-1995,RH.....	\$ 144.95
PLB017A	Front Caliper, NEW, ABS & Hunter, '90-1995,LH .....	\$ 144.95
PLB018A	Rear Caliper, NEW, '87-1992 RH 10mm.....	\$ 126.65
PLB010A	Rear Caliper, NEW, '87-1992 LH 10mm .....	\$ 126.65
PLB198A	Rear Caliper, NEW, '93-1995 RH 12mm.....	\$ 114.95
PLB197A	Rear Caliper, NEW, '93-1995 LH 12mm .....	\$ 114.95

## REBUILT Girling brake calipers

Discovery II 1999-2002, Range Rover P38A 1995-2002

PLD016	Front Caliper, Rebuilt, RH.....	\$ 239.00
PLD017	Front Caliper, Rebuilt, LH .....	\$ 239.00
PLD004	Front Caliper, Rebuilt, RH.....	\$ 85.95
PLD005	Front Caliper, Rebuilt, LH .....	\$ 85.95

## Brake Pad Fitting Kits

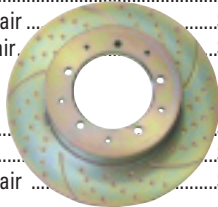
PLB204	Front, solid disc, Defender 110 NAS, Discovery I .....	\$ 5.95
PLD161	Front, vented, Range Rover Classic, Defender 90 NAS .....	\$ 6.95
PLH320	Front, non-vented, Range Rover Classic .....	\$ 6.95
PLH321	Rear, RR Classic, Defender 90, Discovery I.....	\$ 6.95

## GENUINE, ProLine, EBC Rotors and Brake Pads

### Rotors

#### Defender 90

PLB022A	ProLine, front, rotor, each	\$ 39.50
PLB012A	ProLine, rear, rotor, each	\$ 34.95
RNB022	Genuine, front, rotor, each	\$ 96.95
RNB012	Genuine, rear, rotor, each	\$ 78.65
PLB022EBC	EBC performance, front, rotor, pair	\$ 224.95
PLB012EBC	EBC performance, rear, rotor, pair	\$ 199.00



PLB012EBC EBC Rotor

#### Defender 110

PLB006A	ProLine, front, rotor, each	\$ 39.95
RNB006	Genuine, front, rotor, each	\$ 76.95
PLB006EBC	EBC performance, front, rotor, pair	\$ 199.00

#### Discovery I

PLB006A	ProLine, front, rotor, each	\$ 39.95
PLB012A	ProLine, rear, rotor, each	\$ 34.95
RNB006	Genuine, front, rotor, each	\$ 76.95
RNB012	Genuine, rear, rotor, each	\$ 78.65
PLB006EBC	EBC performance, front, rotor, pair	\$ 199.00
PLB012EBC	EBC performance, rear, rotor, pair	\$ 199.00

#### Discovery II

PLD013A	ProLine, front, rotor, each	\$ 59.00
PLD024A	ProLine, rear, rotor, each	\$ 39.95
RND013	Genuine, front, rotor, each	\$ 81.95
RND024	Genuine, rear, rotor, each	\$ 77.50
PLD013EBC	EBC performance, front, rotor, pair	\$ 209.95
PLD024EBC	EBC performance, rear, rotor, pair	\$ 214.95

#### Range Rover Classic

PLB006A	ProLine, front, rotor '87-1989, each	\$ 39.95
PLB022A	ProLine, front, rotor '90-1995, each	\$ 39.50
PLB012A	ProLine, rear, rotor '87-1995, each	\$ 34.95
RNB006	Genuine, front, rotor '87-1989, each	\$ 76.95
RNB022	Genuine, front, rotor '90-1995, each	\$ 96.95
RNB012	Genuine, rear, rotor '87-1995, each	\$ 78.65
PLB006EBC	EBC performance, front, rotor '87-1989, pair	\$ 199.00
PLB022EBC	EBC performance, front, rotor '90-1995, pair	\$ 224.95
PLB012EBC	EBC performance, rear, rotor '87-1995, pair	\$ 199.00

#### Range Rover P38A

PLD028A	ProLine, front, rotor, each	\$ 59.00
PLD024A	ProLine, rear, rotor, each	\$ 39.95
RND028	Genuine, front, rotor, each	\$ 87.95
RND024	Genuine, rear, rotor, each	\$ 77.50
PLD028EBC	EBC performance, front, rotor, pair	\$ 239.95
PLD024EBC	EBC performance, rear, rotor, pair	\$ 214.95

### Brake Pads

#### Defender 90 Brake

PLF323	Lockheed, front, Brake Pad, set	\$ 39.95
PLB195	Lockheed, rear, Brake Pad, set	\$ 24.95
RNF323	Genuine, front, Brake Pad, set	\$ 67.95
RNB195	Genuine, rear, Brake Pad, set	\$ 53.95
PLF323EBC	EBC performance, front, Brake Pad, set	\$ 89.00
PLB195EBC	EBC performance, rear, Brake Pad, set	\$ 64.95

PLB208EBC EBC Brake Pads



#### Defender 110 Brake

PLF323	Lockheed, front, Brake Pad, set	\$ 39.95
RNF323	Genuine, front, Brake pad, set	\$ 67.95
PLF323EBC	EBC performance, front, Brake Pad, set	\$ 89.00

#### Discovery I Brake

PLB208	Lockheed, front, Brake Pad, set	\$ 34.95
PLB195	Lockheed, rear, Brake Pad, set	\$ 24.95
PLB208EBC	EBC performance, front, Brake Pad, set	\$ 69.95
PLB195EBC	EBC performance, rear, Brake Pad, set	\$ 64.95

### Discovery II Brake

RND036	Genuine, front, Brake Pad, set	\$ 126.95
PLD036	Lockheed, front, Brake Pad, set	\$ 42.95
PLD242	Lockheed, rear, Brake Pad, set	\$ 29.95
RND020	Genuine, rear, Brake Pad, set	\$ 99.95
PLD036EBC	EBC performance, front, Brake Pad, set	\$ 94.95
PLD242EBC	EBC performance, rear, Brake Pad, set	\$ 74.95

#### Range Rover Classic Brake

PLB001	Lockheed, front, Brake Pad, '87-1989, non ABS	\$ 29.95
PLB208	Lockheed, front, Brake Pad, '90-1995	\$ 34.95
PLB004	Lockheed, rear, Brake Pad, '87-1989, non ABS	\$ 29.95
PLB004	Lockheed, rear, Brake Pad, '90-1995	\$ 29.95
RNB001	Genuine, front, Brake Pad, '87-1989	\$ 44.95
RNB208	Genuine, front, Brake Pad, '90-1995	\$ 89.95
RNB004	Genuine, rear, Brake Pad, '87-1989	\$ 149.95
RNB004	Genuine, rear, Brake Pad, '90-1995	\$ 149.95
PLB208EBC	EBC performance, front, Brake Pad, set	\$ 69.95
PLB004EBC	EBC performance, rear, Brake Pad, set	\$ 79.95

#### Range Rover P38A Brake

PLD036	Lockheed, front, Brake Pad	\$ 42.95
PLD242	Lockheed, rear, Brake Pad	\$ 29.95
PLD036EBC	EBC performance, front, Brake Pad	\$ 94.95
PLD242EBC	EBC performance, rear, Brake Pad	\$ 74.95

### Brake Kits

#### Range Rover Classic

RNK6101	Front Brakes w/o ABS Genuine	\$ 179.00
PLK6101	Front Brakes w/o ABS ProLine	\$ 89.00
RNK6102	Rear Brakes w/o ABS LH Sensor Genuine	\$ 205.00
PLK6102	Rear Brakes w/o ABS LH/RH Sensor ProLine	\$ 89.00
RNK6103	Rear Brakes w/o ABS RH Sensor Genuine	\$ 285.00
PLK6102	Rear Brakes w/o ABS LH/RH Sensor ProLine	\$ 89.00
RNK6104	Front Brakes w/ABS Genuine	\$ 219.00
PLK6104	Front Brakes w/ABS ProLine	\$ 95.00
RNK6105	Rear Brakes w/ABS Genuine	\$ 207.50
PLK6105	Rear Brakes w/ABS ProLine	\$ 89.00

#### Range Rover P38A

RNK6112	Front Brakes Genuine	\$ 287.50
PLK6112	Front Brakes ProLine	\$ 119.00
RNK6113	Rear Brakes Genuine	\$ 239.00
PLK6113	Rear Brakes ProLine	\$ 89.00

#### Discovery Series I

RNK6106	Front Brakes Genuine	\$ 229.95
PLK6106	Front Brakes ProLine	\$ 95.00
RNK6107	Rear Brakes Genuine	\$ 199.95
PLK6107	Rear Brakes ProLine	\$ 89.00

#### Discovery Series II

RNK6114	Front Brakes Genuine	\$ 269.95
PLK6114	Front Brakes ProLine	\$ 125.00
RNK6115	Rear Brakes Genuine	\$ 239.95
PLK6115	Rear Brakes ProLine	\$ 89.00

### Girling Brake Master Cylinders

#### Series IIA, III

PLC752	Series IIA CV 88"	\$ 79.95
PLC753	Series IIA CV 109"	\$ 69.95
PLC454	Series IIA, III, 88", dual power	\$ 219.00
PLC762	Series III 109", dual power	\$ 229.00

#### Defender

PLF285	Defender 90/110	\$ 139.95
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#### Discovery

PLB200	Discovery I w/ABS	\$ 219.95
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#### Range Rover Classic

PLB172	Range Rover Classic, non-ABS (Lockheed)	\$ 199.95
PLB180	Range Rover Classic, non-ABS (Girling)	\$ 209.95



PLF285 Master Cylinder

**NO GIMMICKS - JUST GREAT PRICES**

## Girling Clutch Master Cylinders

### Series IIA, III

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

### Defender

PLF289	Defender 90/110 .....	\$ 69.95
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### Discovery

RND939	Discovery I .....	\$ 139.95
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## Girling Clutch Slave Cylinders

### Series IIA, III

PLB599	Series IIA .....	\$ 69.95
PLC535	Series III .....	\$ 49.95

### Defender

RNE222	Defender V8.....	\$ 59.95
RND627	Defender Tdi.....	\$ 74.95
RND493	Defender Td5.....	\$ 64.49

### Discovery

RND627	Discovery V8.....	\$ 74.95
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## Series 2.25ltr Fuel Pump

### Series 2.25ltr

PLC349	Fuel Pump, 2.25ltr. petrol, gasket included .....	\$ 39.50
RNB640	Fuel Pump gasket .....	\$ 1.99

## Series Fuel Tanks

*PLC362 Fuel Tank*

### Series II, IIA, III

PLC362	88" and 109" Regular, Fuel Tank, Petrol & Diesel, ProLine .....	\$ 189.95
PLE424	109 Rear Fuel Tank Series II, IIA.....	\$ 399.00
PLH515	Range Rover Classic 1971-1985 style.....	\$ 234.95
PLE114	110 NAS, Range Rover Classic 1987-1991.....	\$ 229.95
PLE116	Cradle for PLE114 fuel tank .....	\$ 47.95
PLH650	109 Rear Fuel Tank Series III .....	\$ 259.00
PLH652	Fuel Sender for the Rear Fuel Tank Series III 109....	\$ 39.00



## 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) .....	\$ 4.68
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### Series III 1974 on

RNE235	2.25 litre petrol, canister type (Genuine) .....	\$ 4.95
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### Defender 90/110

RNF861	V8 inline with threaded fittings (Genuine).....	\$ 20.97
RNC632	2.25 litre petrol, inline w/threaded fittings (Genuine).....	\$ 21.95
RFF111	2.25 litre petrol, inline (ProLine) splice in .....	\$ 4.68
RNC745	2.25 litre diesel (Genuine).....	\$ 7.54
RNF862	200, 300Tdi Fuel Filter-diesel (Genuine) .....	\$ 30.95
RND270	Td5, Fuel Filter (Genuine) .....	\$ 65.95

### Discovery I

*RNF861 Fuel Filter*

RNF861	Genuine - threaded both ends .....	\$ 20.97
PLF861	'87-'95, ProLine .....	\$ 15.95

### Range Rover Classic

RNF133	Genuine Fuel Filter Update Kit (required for early Range Rover up to LA464553).....	\$ 52.95
RNF861	'87-'95, (threaded both ends), (Genuine) .....	\$ 20.97
PLF861	'87-'95, (ProLine) .....	\$ 15.95
RNF025	'87-'90 fuel filter (up to LA464553 without update kit).....	\$ 19.50



## V8 Fuel Pump Genuine update kit

Discovery I Fuel Pump Kit includes new Genuine Fuel Pump, Wire Harness Link, and Fittings.

RNK500	Discovery I Up to Vin VA546029/VA714241 .....	\$ 299.95
RNK501	Discovery I From Vin VA714242/VA546030 with advanced evaporative, .....	\$ 429.95

Range Rover Classic Fuel Pump Kit includes new Genuine Fuel Pump, Wire Harness Link, and Fittings.

RNK502	Range Rover Classic 1991-1995 .....	\$ 289.95
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Range Rover Classic 1987 - 1990 does not require an update Kit.

## V8 Fuel Pump Genuine update kit (Continued)

RNF131	Range Rover Classic 1987-1990, Genuine .....	\$ 399.00
PLF131	Range Rover Classic 1987-1990, ProLine .....	\$ 199.95
RNF132	Defender 90 1994-1997, Genuine .....	\$ 234.95
PLF132	Defender 90 1994-1997, ProLine.....	\$ 209.95

## NEW Genuine & ProLine Radiators

### Series II, IIA, III

PLC513 2.25 ltr, Series IIA, III, 1970 on. *May be fitted to earlier 2.25 ltr. Land Rovers by fitting late type top and bottom hoses.* Radiator, ProLine .... \$ 229.95

### Discovery I '94-1999

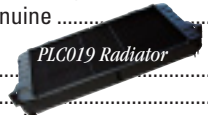
PLC062	w/ Automatic Transmission, Radiator, ProLine .....	\$ 459.95
RNC997	Plastic Fill Plug, Radiator, Genuine .....	\$ 2.19

### Range Rover Classic '87-1992

PLC020	'87-1988. Radiator, ProLine.....	\$ 389.00
PLC019	'89-1992, Radiator, ProLine.....	\$ 399.00
RNC997	Plastic Fill Plug, Radiator, Genuine .....	\$ 2.19

### Defender 90, 110

PLD500	300 Tdi radiator with intercooler, ProLine.....	\$ 549.00
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## Genuine V8 Ignition Parts

RNI001	Distributor Cap, 3.5, 3.9 litre .....	\$ 39.95
RNI002	Distributor Rotor, 3.5, 3.9 litre .....	\$ 34.99
RNI028	Ignition Coil 3.5 litre .....	\$ 62.95
RNE509	Ignition Coil 3.9 litre .....	\$ 119.95
RNI004	Ignition Wire Set, 3.5, 3.9, and '93, '94 4.2 litre .....	\$ 57.95
RNI005	Ignition Wire Set, 4.2 litre 1995 only .....	\$ 69.95
RNI006	Ignition Wire Set 4.0, 4.6 litre .....	\$ 106.95
RNI019	Distributor Assembly 3.5, 3.9 litre.....	\$ 599.00
RNI016	Distributor Assembly 4.2 litre .....	\$ 599.00
RNI024	3 Pin Amplifier for Distributor .....	\$ 139.95
RNI010	Adapter, for 3 Pin Amplifier .....	\$ 39.95
RNI012	Distributor Service Kit with Dust Shield Range Rover, '87-'95\$ .....	\$ 46.95
RNI017	Base Plate and Pick-up Lead for Distributor .....	\$ 119.95
RNI003	Genuine Land Rover (Champion) .....	\$ 4.29



## Complete Genuine V8 Ignition Kits

RNK9335	3.9 litre (Includes: Cap, rotor, plug wires, and spark plugs) .....	\$ 165.95
RNK9336	4.0 litre, '94-'95 Discovery I .....	\$ 149.95
	(Includes: Plug wires, and spark plugs)	
RNK9339	4.0 litre, '96-'99 Discovery I .....	\$ 127.95
	(Includes: Plug wires, and spark plugs)	
RNK9340	4.0 litre, '95-'98 RR P38A .....	\$ 124.95
	(Includes: Plug wires, and spark plugs)	
RNK9341	4.0 litre, '99-'02 RR P38A, Discovery II.....	\$ 249.95
	(Includes: Plug wires, and spark plugs)	

## Genuine Rebuilt Gearboxes

### Range Rover Classic & Discovery I, Defender 94, 95 (call for 96)

RNT002	Gearbox Assembly, ZF Automatic, Rebuilt .....	\$ 2749.00
RNH643	R380, 5-speed standard, Defender, Genuine, Rebuilt .....	\$ 1995.00
RNH376	LT95, 4-speed standard, D110, RRC, Genuine, Rebuilt.....	\$ 2249.00

*RNE583 Series III  
gearbox assembly*



## Transfer Boxes

### Defender

RNT015	Transfer Gearbox, LT230, Remanufactured .....	\$ 1495.00
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### Range Rover Classic '87-'88/ Discovery I

RNT012	Transfer Gearbox, LT230, NEW, Genuine .....	\$ 2495.00
RNT015	Transfer Gearbox, LT230, Remanufactured .....	\$ 1495.00

### Range Rover Classic '89-'95

RNT019	Transfer Gearbox, Borg Warner, Rebuilt .....	\$ 2195.00
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### Series IIA, III

RNC637	Gearbox Assembly, Series IIA Rebuilt Unit .....	\$ 1795.00
RNC495	Gearbox Assembly, Series III Suff. A .....	\$ 1895.00
RNE583	Gearbox Assembly, Series III Suff. B onward .....	\$ 1895.00

## High-Ratio Transfer Box for your Series IIA, III

HRT1002	.....	\$ 1395.00
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# Robison Tech Tips

by John Robison

## Check your coolant levels

Bosch engine Land Rovers (all Discovery II models and 1999 and newer Range Rovers) have cooling systems whose highest point is within the heater system. That means that the heat stops working when they get about a gallon low on coolant. So, if your Rover's heat stops working, your first step should be to check the coolant level.

The newer Land Rovers no longer have a low coolant warning light, so it's important to check yours from time to time. It is possible to run low on coolant and damage the engine without knowing unless you check.

## For those of you with head gaskets that leak coolant on the ground

It is common for older Land Rover V8s to drip coolant from the head gaskets, especially in cold weather. This kind of leakage is common on other European cars as well. This tech tip comes from a Mercedes owner, but it works on Rovers, too . . . this tip has worked for me, but is counter to Land Rover's service training so use it at your own risk . . .

Rover engines use head bolts that are torqued to a certain setting and then rotated a certain number of degrees to achieve proper torque. We were always taught that you never touch the head bolts once they are installed. Mercedes are the same way. One day last year we had a Mercedes that was leaking coolant from the head, and I told the owner we needed to replace the gasket. And he said . . . why not tighten it?

Well, as it happened he's a well known marine engineer, a fellow with 50 years experience in engine design. As he rightly pointed out, we had nothing to lose by tightening the head bolts 10-20 degrees. If that fixed it, we'd be in luck. If it didn't fix it we'd be no worse off than we were that day. So we did what he suggested.

Well, John S was right . . . it worked and his is still dry a year later. Since then we have tightened a number of engines with a 50-70% success rate. It's not good enough to promote as a cure, but if you do your own work what do you have to lose? It may save you a big job for a couple hours work. There's no real downside for a DIY mechanic. Just don't go more than 20 degrees or you may warp the metal.

## The final word on Range Rover P38 key fobs

I am often asked if you can buy a used fob for another car (they are always for sale on eBay) and recode it to work in your 1995-2002 Range Rover. The answer is no. The fobs have a one-time memory that is burned at Land Rover with the serial number data of the car it was coded for. There is no way to change that coding in a used fob.

The only way to get a new fob is to give your dealer a copy of your license and registration and order one through Land Rover. Cautionary note: Occasionally we find Rovers whose locks have been changed so the key supplied from Land Rovers records does not work. For that reason I always suggest you

order an inexpensive valet key and make sure it fits before ordering the \$200 electronic part.

Range Rover key fobs are identified as key 1,2,3, or 4. You can only have one of each number on a given car. So if you have a key 1 and you order a second key 1, only one of them will work the pushbutton entry even though both will fit the locks. The original keys were 1 and 2 so when ordering replacements you should generally order a 3 or 4 unless you know the numbers of your fobs. The number is on a white tag on the new fob but it wears off quickly.

The presence of these "extra" key fobs on eBay raises an interesting question . . . why do people keep the keys when they get rid of the car? Sometimes people think the keys are like keeping an old girlfriend's clothes in your drawer . . . maybe if you keep them around she'll come back. Other people have gone further, thinking if they bury the keys maybe a new Land Rover will sprout with next spring's flowers. Well, I'm here to tell ya . . . it ain't gonna happen. Give the keys to the buyer when you sell the car. It saves them time and money.

## Freelander timing belts

Those of us who have been around Land Rovers for a long time are accustomed to engines with timing

overnight like repair parts.

When you change the timing belt I suggest changing the water pump because it's behind it. If you have this service done at a shop, expect a \$1,000+ bill – it's an expensive service.

## Don't forget about the live data

I am regularly told about cars that have one running problem or another "but they don't have any codes stored" so there was "nothing the repair shop could do." Many people have the idea that a system with no stored fault codes can't be broken or diagnosed or fixed. That's not so.

Many fault conditions will make the vehicle run funny but the condition may not persist long enough to set a code. If the vehicle has a problem at one speed, for example, and it's OK at other speeds it will often never set a code unless by chance you drive it a long time at that one speed. If you have a running problem but there are no stored fault codes you should look at the data stream.

The incoming data stream is a screen where we see the data being read by the engine control unit's sensors. We can look at speeds, timing, temperatures, throttle opening, air flow, and outgoing exhaust readings. The computer will make all its decisions



chains; and as we know, timing chains don't have to be changed periodically. But the Freelander has a timing belt, and it should be changed by 75,000 miles. It is vital to change this belt – the engine will be damaged if it breaks.

Changing the timing belt on a Freelander is something of a project, requiring some special pins to hold the camshafts in proper position. The job takes all day for an experienced technician so plan on 2 days if you're doing it yourself. Be sure you have these pins before you take the vehicle apart because it will take 1-2 weeks of you order them through the dealer. Tools are not available on emergency

to run the engine based upon these parameters. If it does not run right the answer will almost always be contained in the incoming data.

The outgoing data stream shows the signals to the injectors, the O2 sensor heaters, and all the other outputs the computer uses to run the powertrain.

Very often the answer to a driveability problem lies in the data stream, not the stored codes.

See you next time  
John Robison





By Jeffrey B. Aronson

I'm listening to a meteorologist on the radio predict perfectly awful weather for the next few days. Schools have cancelled out classes today in a swath from Vermont to Maine. The Maine State Police have called for drivers to stay off the roads. Yawn...

Two students stopped by my school today, admitting they were "bored" by being at home. They asked some questions about my '66 Series II-A, the QE I. One wondered, "Have you ever thought of selling your old cars and getting a new Land Rover?"

Whoa — a new Land Rover? I have sat in a new Range Rover and a new LR 3 at the dealership in Maine. There's a certain insouciance and flair required to step into a dealership where the starter cars begin at \$27,000. You could add up the purchase prices of my two '66 Series II-A's, my TR-7, my former MGB, and my former Triumph Spitfire, and still be \$10,000 short. I can't wrap my mind around contemporary sticker prices for cars. Whether leased or purchased, the amounts are simply too high for all the things I want to do in life. For the price of a Freelander, you can certainly purchase a few used Range Rover Classics, Discoverys or Series Land Rovers.

Wait a minute, though! When I open the hood of a new Land Rover product, I see the same plastic engine covers and extraordinary plumbing that defies my comprehension. Somewhere under all this rests an engine block but the rest of the stuff in the engine compartment does not look familiar to me at all. Braking systems with electronic sensors and controls, computers commanding changes in suspension, automatic transmissions that think for you — no wonder everyone wants an interactive information and communication center built into their car. You can't do much more than program your sound system on today's vehicles.

I know, I know, I sound like one of those dinosaurs in the Microsoft Office advertising campaign. My Series II-A has a communications device; it's called a "passenger."

Right now, there's 50 mph wind slapping inches of rain onto a snowy, icy surface outside. I remember that once, when my II-A would not run [bad coil], I had the pleasure of taking the Maine dealer's Discovery Series II on a 4 hour trip in a similar storm. Since I was late in getting started, I had to hump it down the I-95 at a healthy clip. In my II-A, I would have been lucky to do 60 mph in such a storm. In the Discovery, I tried hard to keep it below 80 mph. I

remained completely dry, comfortably warm and enjoyed a wide range of musical offerings on the excellent sound system. The contrast between this trip and the one I would have made in my Series II-A was not lost on me.

Every weekend, I drive a couple of hours to my year-round home off the coast of Maine. Regardless of the weather, I travel down the same two lane roads for the 120 mile trip. I have made the trip in snow, sleet, rain and hail, in blizzards and in sunshine. Aside from some creaks and groans — from the car and me — the Land Rover has delivered me home safely. It also makes you feel like a million bucks driving it. I pulled up beside a school bus in Augusta, ME, one day and from the gesticulating and camera flashing you would have thought I had Jennifer Aniston as a passenger [I've read she has her own Land Rover. Pity, now that she left Brad], or kidnapped Britney's baby. Generally, old farts like me become invisible to teenagers — not in this car, though.

Oh, and it's 40 years old this month. I grew up in an era when it amazed you that cars might be 10 years old and still running. I've only owned this Rover from 16 years, and it's always been expected to function in daily use. It has hauled logs, tools, gravel, dirt, luggage, some willing and unwilling passengers. It has towed 30' long boats, other Land Rovers, a couple of VW vans, two pickup trucks, a Ford Taurus and a Ford minivan. It has been overturned by one horse [it lived], assaulted by one deer [it died], blizzards and rainstorms and baked in the sun. Oh, yes, Chris Komar, the previous owner, once drove it over a small cliff.

Refurbished in 2005 by East Coast Rover and Rovers North, there's no reason it can't run for another 40 years. The frame, suspension, brakes, differentials and axles are even better than when they left the factory. The doors shut and lock without a slam. The 420,000 mile car runs on a Rovers North rebuilt engine installed in 1995, and a transmission rebuilt by me from Genuine Parts in 1998. The Rovers North Mansfield heater accomplishes what the dealer-installed Kodiak could only dream about.

So I'll likely be a driver of this Land Rover for decades to come. I will always admire, and might possibly yet own, a Range Rover Classic, a P-38A, or a Discovery I or II, but I know that this Land Rover will be my daily driver as long as I'm a, well, daily driver.

I'm writing this column as the North American Auto Show opens in Detroit. This year, Land Rover has a modest presence; the Range Rover Sport galvanized attention of the motoring press. The results in terms of sales have been impressive. The Range Rover models and the LR3 have given Land Rover a big sales boost, at home in Great Britain and in the USA.

While Land Rover is napping, though, Toyota is not. If you're a fan of the FJ 40 Land Cruiser, once a genuine competitor to the Series Land Rovers and the Defender, you're disappointed with the 2007 FJ Land Cruiser featured at the show. It's a rebirth of the iconic car, updated to the needs and legal demands of 2007. I'm sure that Land Cruiser fans are squirming as much as Defender fans do every time they see "prototype" sketches of the "new" Defender. However, if Toyota can bring the FJ back, albeit much modified from its heritage, why can't Land Rover figure out how it's going to return the Defender to the US market? And

Toyota is projecting a starting price in the \$20,000 range.

Hidden away in the big news from other manufacturers is the return of the ARO, now called the Cross Lander [get it?], to the American market. Have you yearned for a car that resembles the original Isuzu Trooper? Do you miss the "go faster" stripes and graphics that blighted cars in the 80's? In the mid-90's, you could have bought an ARO 24 for about \$9,200. About a dozen of them sat in a parking lot of a small dealership in Portland, ME for a very long time. I saw exactly one on the road during those years. I never wished to ride in one.

Well, the ARO 24 has been "updated" with double-zoomy graphics, a winch, four doors, and a hefty 5,500 pounds of lard-level weight. That's 1,200 pounds more than a Nissan X-Terra, which otherwise shares similar dimensions. That's also 5,500 pounds of steel that can rust and will help you tip over on the trails. If you spent second grade doodling during art time, then you've already drawn the outline of the car. Coincidentally, it share the same V6 found in the Ford Explorer and it's rated for 207 hp. Cross Lander mates it to either a four-speed Ford automatic or an Eaton five-speed manual.

For about \$24,000, 148 dealers would be delighted to sell you a Cross Lander with a Clarion stereo, air conditioning, a big Warn winch on the front bumper and a welded-on trailer hitch on the rear. You also get chrome wheels, seven off-road spotlights, black aluminum diamond-plate metal sheets pop-riveted to the hood, and some ill-advised generic decals. The same amount of money will get you the new Toyota FJ mentioned above, or a real Land Rover with low mileage and genuine heritage, off road prowess, and ergonomic class. Oh, and while the online Kelly Blue Book lists Eagles, Renaults and Saleens, it does not even attempt to price an ARO. It's just not there.



The Cross Lander offers the perfect segue to the funniest book I've read in a long time, Richard Porter's *Crap Cars*. The small book, published in British and American versions, notes that "when picking the 50 unsavory subjects for this book, we were spoiled for choice. It was like gorging on the biggest buffet you've ever seen, and just as likely to make you puke." If you don't like the choices, that means you've got one parked outside and a year left on payments. Porter admits that there may be a few examples of each model that defied mediocrity, but then he also suggests, "maybe you'd better get out more."

Pithy comments accompany the photo and brief essay for each car. Of the Porche 924, Porter opines that "If this car was a real Porche, Michael Jackson is a real white guy." Of the 1984 BMW 318i, Porter asks "what's the German for 'bambozzled' anyway?" The Jaguar XJS-C, the one with the "scaffolding and targa panels for a roof," turned the "sleek XJS into a total disaster with all the visual appeal of a baboon in a party dress."

If the Volvo 262C, the offspring of a one night stand between a Volvo sedan and a pimpmobile, "was the car of your dreams, they'd change your medication." The Sterling, a back door attempt to revive the Rover brand in the US, took the best of Rover and Honda into two new car lines: the Sterling and Acura. When Honda figured out how to hang doors correctly, Acura soared into our market. Meanwhile, the Sterling

“was a shabby festival of lame quality” and was marketed with all the competence of the Three Stooges let loose in an ad agency. Porter suggests that “if this car trying any harder to be British, it’d be Madonna.”

The 1989 Oldsmobile Toronado Trofeo [“not your father’s Oldsmobile”] featured a Visual Information Center so bleak that one reviewer strongly advised potential buyers should seek out a model that deleted this system. The VIC had a “date book,” but placed in a car so pathetic that you’d never get a date. Porter suggests that the Renault Alliance was “of such crushing dismalness and feeble construction that it made you want to walk to work, even if your office was 70 miles away.” Porter suggests “if this car was weather, it would be drizzle.”

No Land Rover products make either edition, but my beloved TR-7 is there [“if this car was a ‘Triumph,’ imagine what a failure would look like”]. So, too, is the famous story of Giorgetto Giugiaro staring at the flanks the TR-7 for the first time. Walking around the car, he exclaimed “My God! They’ve done it to the other side as well!” Of my MGB, which Porter claims was an antique at its birth he suggests “if this car was any more old fashioned, the instruction book would be in hieroglyphics.”

The Hummer H1 is here, deservedly, at Number 27. “Imagine there had been some sort of hideous Pentagon mess-up and someone had decided that the

army would go into battle driving a fleet of Camrys. It would be stupid, everyone would laugh, somewhere down the line people would probably get injured. So why in the name of all that’s holy is it acceptable to cruise down to the mall in a military vehicle?” Good question. The Pontiac Fiero, at Number 21, was doomed the moment that its design arose from the Chevrolet Chevette. Oh, yes, and those clever plastic body panels faded out as quickly as badly as the engine’s performance.

Most of his automotive venom is aimed at American cars, though. The Cadillac Cimarron was so bad that it became a form of speech, such as in “Hey, buddy. Your damn dog has gone done another Cimarron on my lawn.” Four things dissolve more rapidly than a Chevrolet Vega: soil, Orange Tang, Alka-Seltzer, sugar in coffee. “If this car was only a little rusty, it was still on the production line.” To the designers of the Dodge Dakota convertible truck, Porter suggests to them that “the next time you’re really bored at work, go out and join the company softball team instead.” Indeed, “if this car was any dumber, it would have full-time nursing supervision.”

I know you’re wondering what cars made the top of the pile. Number 2 was the Yugo GV, proudly sold as the cheapest car you could drive. That fine, as long as you remember that “drowning is the cheapest way you could die. Does that mean you want to do it? Nope.”

Porter does congratulate the Yugoslavian warriors who chose to bomb the factory during the split up of the nation in the 90’s, and he asks “If this car was all you could afford, have you considered prostitution?”

Crap car Number One was the 1974 Mustang II. Based on the Pinto (Crap Car # 11), it featured “lame-o looks and a range of engines that made Bambi look mighty and strong.” All in all, it was “a pitiful unlovable, incompetent blot on the once great Mustang name.” Oh, and Farrah Fawcett drove one in Charlie’s Angels.



Jonathan Welch, Wall St. Journal

I’d like to buy a Porsche 944 from the late 1980’s (unless you talk me out of it.) Specifically, what are the best models and years to look for. What mileage is acceptable, what is your overall evaluation of this car, and what can I expect to pay. — Gary CastaninoCharlottesville, Va.

A: I think you should go for it. Then again, I also have a weakness for ‘80s vehicles from Audi 100 station wagons and BMW 635s to Range Rovers.



**(a) NEW Steering Box (not rebuilt)**

Assembly Complete with Drop Arm - **NO CORE CHARGE!**

**Range Rover Classic**

PLS004A	Steering Box with Steering Drop Arm and Ball Joint. Up to NA615503 (A \$875.00 value).....	\$ 499.00
PLS004B	Steering Box, Straight Drop Arm with No Ball Joint. From NA615504 (A \$875.00 value).....	\$ 499.00

**Discovery I**

PLS004B	Steering Box, Straight Drop Arm. (Fits all Discovery I 1993-1999) (A \$875.00 value).....	\$ 499.00
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**Discovery II**

PLH606	Steering Box, with Drop Arm 1999-2002 (A \$1,007.69 value).....	\$ 529.95
PLH607	Steering Box, with Drop Arm 2003-2004 (A \$924.00 value).....	\$ 529.95



**Replacement Heater Blower Motors**

PLH520	Range Rover Classic 1990-1994.....	\$ 279.00
PLF156	Defender 90/110.....	\$ 169.95
RND271	Series IIA, III Smith's.....	\$ 83.19



**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**

RNK4020	CV Joint Kit w/ Genuine CV Joint.....	\$ 275.00
PLK4020	CV Joint Kit w/ Proline CV Joint.....	\$ 175.00

**Defender 110**

RNK4021	CV Joint Kit w/ Genuine CV Joint.....	\$ 569.00
PLK4021	CV Joint Kit w/ Proline CV Joint.....	\$ 179.00

**Discovery**

RNK4020	CV Joint Kit w/ Genuine CV Joint.....	\$ 275.00
PLK4020	CV Joint Kit w/ Proline CV Joint.....	\$ 175.00

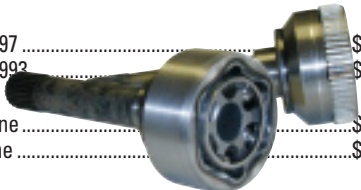
**CV JOINT For ABS and non-ABS**

**Defender 90/110**

PLD201	Defender 90, 1997.....	\$ 139.95
PLD301	Defender 110, 1993.....	\$ 139.95

**Discovery I**

RND201	CV Joint, Genuine.....	\$ 239.00
PLD201	CV Joint, ProLine.....	\$ 139.95



**CV JOINT For ABS and non-ABS (continued)**

**Discovery II**

RND673	CV Joint, Genuine.....	\$ 359.00
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**Range Rover Classic**

RNX004	Suffix A axles only, CV Joint, Genuine.....	\$ 305.95
RNX005	'89 Suffix B axle on, CV Joint, Genuine.....	\$ 435.00
PLX005	'89 Suffix B axle on, CV Joint, ProLine.....	\$ 134.95
RNX001	1990-'95 w/ABS, CV Joint, Genuine.....	\$ 499.95
PLX001	1990-'95 w/ABS, CV Joint, ProLine.....	\$ 159.00

**Range Rover P38A**

RND673	CV Joint, Genuine.....	\$ 359.00
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**Genuine Oil Filters**

RNF001	V8 - All Range Rover Classic, P38A, Discovery I and II, Defender 90/110.....	\$ 9.95
RND503	V8 - 101 Military Forward Control.....	\$ 18.59
RNE589	6 cyl 2.6 litre NADA 109", petrol.....	\$ 8.75
RND504	6 cyl 2.5 litre Freelander, petrol.....	\$ 9.34
RND269	5 cyl 2.5 litre Td5, diesel, engine oil.....	\$ 19.74
RNH251	5 cyl 2.5 litre Td5, Centrifuge element.....	\$ 24.95
RNF001	4 cyl 2.3, 2.5 litre Defender 90/110, petrol.....	\$ 9.95
RNF001	4 cyl 2.5, 2.5 turbo, 200 Tdi, 300 Tdi, diesel.....	\$ 9.95
RNE590	4 cyl 2.25 ltr SIIA, III, pet/diesel, 5.5" canister.....	\$ 8.89
RNE591	4 cyl 2.25 ltr SIIA, III, pet/diesel, 7.5" canister.....	\$ 9.10
RNE589	4 cyl 2.0 litre Series I, petrol.....	\$ 8.75



**Series II, IIA Generators**

RNE647	C-40 type Generator, 2.25 litre P & D *plus \$30 core charge.....	\$ 89.95
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RNE867 Starter Motor

**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.....	\$ 329.95
RNF197	2.25 & 2.6 litre petrol, Rebuilt *plus \$100 core charge.....	\$ 249.00
PLD294	200 & 300 Tdi, New Bosch.....	\$ 399.00

**NEW not rebuilt Water Pumps**

**Series IIA, III Water Pump with Gasket**

RNF334	2.25 litre petrol, diesel, Genuine.....	\$ 99.50
PLF334	2.25 litre petrol, diesel, ProLine.....	\$ 59.00
PLC348	2.25 litre petrol, Military, ProLine.....	\$ 119.00



RNC011 Water Pump

**Defender 90/110**

RNC011	'93-1995 NAS, Water Pump, Genuine.....	\$ 169.95
PLC011	'93-1995 NAS, Water Pump, ProLine.....	\$ 109.95
RNC052	'97 D90 NAS, Water Pump, Genuine.....	\$ 254.95
PLC052	'97 D90 NAS, Water Pump, ProLine.....	\$ 124.95
RNH257	200 Tdi diesel, Water Pump, Genuine.....	\$ 259.00
RNH258	300 Tdi diesel, Water Pump, Genuine.....	\$ 88.79
RNH360	Td5 diesel, Water Pump, Genuine.....	\$ 150.95

**Discovery I '94-1999**

RNC052	Water Pump, Genuine.....	\$ 254.95
PLC052	Water Pump, ProLine.....	\$ 124.95

**Discovery II '00-2002**

RNC052	Water Pump, Genuine.....	\$ 254.95
PLC052	Water Pump, ProLine.....	\$ 124.95

**Range Rover Classic '87-1995**

RNC011	'87-1994, Water Pump, Genuine.....	\$ 169.95
PLC011	'87-1994, Water Pump, ProLine.....	\$ 109.95
RNC052	'95, Water Pump, Genuine.....	\$ 254.95
PLC052	'95, Water Pump, ProLine.....	\$ 124.95

**Range Rover P38A '95-2002**

RNC052	'95-2002, Water Pump, Genuine.....	\$ 254.95
PLC052	'95-2002, Water Pump, ProLine.....	\$ 124.95

**Hylomar Gasket Sealer**

RNA681	Official sealer used by Land Rover during assembly. Supplied in 3.5 oz. tubes.....	\$ 8.49
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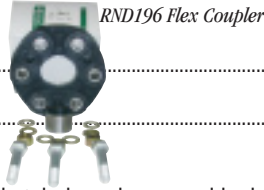
## Genuine Land Rover, Discovery II Thermostat

RND564 Genuine, Discovery II Thermostat assembly.....\$ 8.95

## Flex Coupler

### GENUINE Flex Coupler for rear propshafts, Range Rover & Discovery I, II

RND196 Flex Coupler, Genuine with hardware.....\$ 89.95  
 PLD196 Flex Coupler, ProLine without hardware.....\$ 49.95



## Genuine Hub Seal Kits

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

### Series II, IIA, and III

RNK552 Seal Kit, Genuine (4 req).....\$ 19.99

### Defender 90/110

RNK5623 Seal Kit, Genuine (4 req).....\$ 6.99

### Discovery I

RNK5623 Seal Kit, Genuine (4 req).....\$ 6.99

### Range Rover Classic

RNK5621 1987-'89, Seal Kit, Genuine (4 req).....\$ 32.50

RNK5622 1990-'92, Seal Kit, Genuine (4 req).....\$ 7.19

RNK5623 1993-'95, Seal Kit, Genuine (4 req).....\$ 6.99

## Propshafts

PLK4100 Proline Discovery I Rear Propshaft Update Kit replaces Flex Coupler Propshaft with Twin U Joint type. Includes new rear Propshaft and 4 bolt Differential. Flange kit.....\$ 319.00

### Propshaft Assemblies with U Joints

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

PLE189 Rear 88 Series II, IIA, III 88.....\$ 169.95

PLF358 Rear 109 Series II, IIA.....\$ 189.95

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 Repair Kit

PLF411 Front Defender 90, 110, ProLine.....\$ 34.95

RNF411 Front Defender 90, 110, Genuine.....\$ 59.95

PLE611 Rear Defender 90, 110, ProLine.....\$ 29.95

RNE611 Rear Defender 90, 110, Genuine.....\$ 63.95

PLF411 Front or Rear Discovery I, Range Rover Classic

ProLine.....\$ 34.95

RNF411 Front or Rear Range Rover Classic, Discovery I

Genuine.....\$ 59.95

## K&N Air Filters

### Defender 90/110

RNF141 Defender 90 and 110.....\$ 39.95

### Discovery I and II

RNF139 Discovery I.....\$ 53.95

RNF144 Discovery II.....\$ 55.95

## K&N Air Filters (continued)

### Range Rover Classic

RNF141 RR Classic, 1987-1994.....\$ 39.95

RNF139 RR Classic, 1995.....\$ 53.95

### Range Rover P38A

RNF146 RR P38A, thru '98.....\$ 62.95

RNF144 RR P38A, 1999-2002.....\$ 55.95

RNF145 K&N Filter Service Kit for all filters.....\$ 12.75

## Air Filters

### Discovery I

RNF010 Discovery I Genuine.....\$ 13.95

### Discovery II

RNF147 Genuine, All Discovery II models Genuine.....\$ 17.25

PLF147 ProLine, All Discovery II models ProLine.....\$ 13.95

### Range Rover Classic

## Air Filters (continued)

RNF012 Range Rover Classic 1974-1985, (2 req) Genuine.....\$ 10.25

RNF950 Range Rover Classic 1987-1994 Genuine.....\$ 10.49

PLF950 Range Rover Classic 1987-1994 ProLine.....\$ 7.95

RNF010 Range Rover Classic 1995 Genuine.....\$ 13.95

### Range Rover P38A

RNF011 Range Rover P38A 1995-1997 Genuine.....\$ 12.95

RNF147 Range Rover P38A 1998-2002 Genuine.....\$ 17.25

### Defender

RNF950 NAS 90,110 V8 Genuine.....\$ 10.49

RNH382 200 Tdi Diesel Genuine.....\$ 25.95

RNH383 300 Tdi Diesel Genuine.....\$ 38.49

RNF147 Td5 Diesel Genuine.....\$ 17.25



## Auto Trans. Filter Kit

RNF012 Air Filter

### Automatic Transmission Filter Service Kit

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

PLK312 ZF Trans. Filter Service Kit, 1987-2004.....\$ 47.50

RNK312 Genuine ZF Trans Filter Kit 1987-2004.....\$ 67.50

## O2 Sensors

### Defender 90 / 110

RNE029 90/110 3.9 litre, Genuine, 2 req.....\$ 319.95

PLE029 90/110 3.9 litre, ProLine, 2 req.....\$ 129.95

RND292 90 4.0 litre, Genuine, 4 req.....\$ 129.00

### Discovery I

RNE029 3.9 litre, Genuine, 2 req.....\$ 319.95

PLE029 3.9 litre, ProLine, 2 req.....\$ 129.95

RND290 4.0 litre, Genuine, 4 req.....\$ 139.95

RND292 4.0 litre w/AEL, Genuine, 4 req.....\$ 129.00

### Discovery II

RNE910 Front, Genuine, 2 req.....\$ 107.95

PLE910 Front, ProLine, 2 req.....\$ 74.95

RNE892 Rear, Genuine, 2 req.....\$ 73.95

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

### Range Rover Classic

RNE029 All models, Genuine, 2 req.....\$ 319.95

PLE029 All models, ProLine, 2 req.....\$ 129.95

### Range Rover P38A

RND290 '95-'97 to VA350101, Front & Rear, Genuine, 4req.....\$ 139.95

RND292 '97-'98 from VA350102 to WA410481, Front & Rear, Genuine, 4 req.....\$ 129.00

RNE893 '99-'02 from XA410482, Front, Genuine, 2 req.....\$ 109.95

PLE893 '99-'02 from XA410482, Front, ProLine, 2 req.....\$ 79.95

RNE892 '99-'02 from XA410482, Rear, Genuine, 2 req.....\$ 73.95

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

PLC221

## Intake Hose Series II, IIA, & III

PLC221 Air Cleaner to Carb.....\$ 23.95

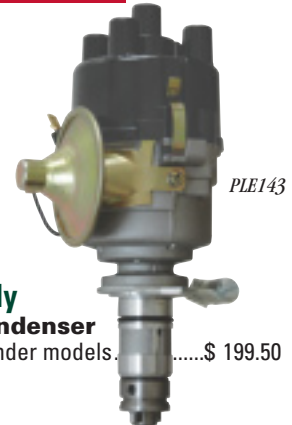
## Distributor Assembly

RNI019 Distributor Assembly 3.5, 3.9 litre.....\$ 599.00

RNI016 Distributor Assembly 4.2 litre.....\$ 599.00

**The best prices are found at Rovers North**

**NEW**



## New Lucas Distributor Assembly

Ready to go with points and condenser

PLE143 Series II, IIA & III 2.25L 4 cylinder models.....\$ 199.50



# NRP Performance Exhaust Systems

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

## NRP Rear Stainless Steel Performance Exhaust Section

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

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

RNE0002	Defender 90 .....	\$ 599.00
RNE0004	Defender 110 .....	\$ 619.00
RNE0005	Discovery I, '94-1999 .....	\$ 599.00
RNE0009	Discovery II, 2000-2002 .....	\$ 599.95
RNE0005	Range Rover Classic 1990 on .....	\$ 599.00
<i>(Range Rover '87-89 requires complete performance exhaust system)</i>		
RNE0006	Range Rover P38A, 4.0 / 4.6 .....	\$ 629.00

## Complete NRP Performance Systems

**Includes catalytic converters, all pipes & hanger brackets.**

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

### Defender 90

RNE0012	Manual Gearbox '94 & '95 .....	\$1389.00
RNE0022	Automatic Gearbox '97 .....	\$1431.00

### Defender 110

RNE0024	Manual Gearbox '93 .....	\$1445.00
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### Discovery I

RNE0013	Discovery I, Manual, '94-1995 .....	\$1431.00
RNE0033	Discovery I, Automatic, '94-1995 .....	\$1431.00
RNE0023	Discovery I, Automatic, '96 on .....	\$1431.00
RNE0043	Discovery I, Manual, '96 on .....	\$1431.00

### Range Rover Classic

RNE0014	Range Rover Classic '87-88 .....	\$1669.00
RNE0019	Range Rover Classic '89 .....	\$1565.00
RNE0015	Range Rover Classic '90-95 100" .....	\$1431.00
RNE0025	Range Rover Classic '93-95 108" (LWB) .....	\$1441.00

## NRP 88" Series II-III Stainless Steel Exhaust System

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

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

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

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

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



NRP SuperCats "Y-Pipe"

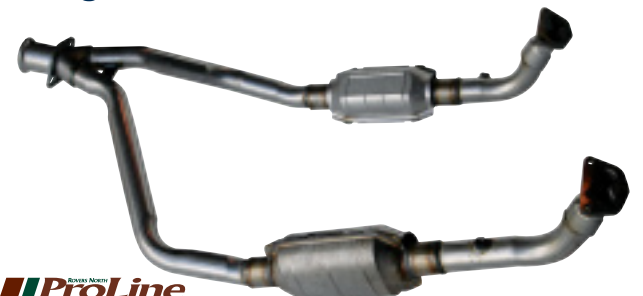
## NRP SuperCats Performance Catalytic "Y-Pipe"

**Featuring new high flow performance 100% STAINLESS STEEL**

**(includes Manifold Gaskets and Nuts)**

RNE0020	Defender 90, 110, 1993-1995 .....	\$ 799.00
RNE0021	Defender 90, 1997 .....	\$ 839.00
RNE0010	Discovery I, Automatic, 1994-1995 .....	\$ 799.00
RNE0021	Discovery I, Automatic, 1996-1999 .....	\$ 839.00
RNE0020	Discovery I, Manual, 1994-1995 .....	\$ 799.00
RNE0221	Discovery I, Manual, 1996-1999 .....	\$ 799.00
RNE0010	Range Rover Classic 100" .....	\$ 799.00
RNE0011	Range Rover Classic LWB .....	\$ 876.00

## A great, INEXPENSIVE, alternative



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

PLE122	Range Rover Classic 3.9, 1994-95 Discovery only ....	\$ 499.00
PLH580	Range Rover Classic LWB .....	\$ 590.00
PLE902	Discovery I, Automatic, 1996-1999 .....	\$ 529.00

**Rovers North recommends replacing your O2 Sensors upon fit.**

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

**Gaskets sold separately**

**Fit between manifold and Y Pipe**

RNE888	Exhaust Gaskets (2 required) Genuine .....	\$ 8.50
PLE888	Exhaust Gaskets (2 required) ProLine .....	\$ 5.95

**Find all O2 Sensors on pg 29**

# Endless Freedom

by Matt Martin

The freedom that you get from owning a Land Rover is endless. You can go anywhere and do anything with your Land Rover; but the best freedom that it gives you, is the freedom to make it your own. A Land Rover has that unique ability to grow with you, to adapt to your needs. Okay, so they don't just transform with the snap of your fingers, but with some careful planning, and some hard work, you can convert your Land Rover into exactly what you need. Well, maybe with a little help from your local Land Rover shop too.

Here are two prime examples, of two different people with two different Land Rovers and two different needs; and the modifications they did to meet their needs. Okay, the modifications that the 4X4- Center of Vermont did, to help them achieve their needs.

Starting with a Rancher from Texas, and his Series 101". What this gentleman needed for his Land Rover was very specific. He needed his 101" not only



to be able to transport groups of people around his ranch, but he also needed it to drive a little easier over the rough landscape that his ranch creates. Here is a list and photos of what modifications it took to meet this ranchers needs.

- Fuel injected 4 Litre.
- Modified Range Rover harness ECU
- 24 Volt battery changed to a 12 Volt.
- Custom roll cage
- Reinforced chassis mounts for roll cage.
- Custom fold down step in rear
- Genuine 110 Station Wagon Seats that were recovered in denim twill.
- Seats were mounted on captive nut plates for quick removal.
- Custom 2 1/2" exhaust
- Custom stainless steel fuel tank
- Interior sprayed with Linex for ease of cleaning
- 35 inch Radial Super Swamper tires
- Drive train was rebuilt
- Four sets of disc brakes
- Custom canvas top
- Custom made tire carrier
- Stripped off old military paint and repainted with one flat military coat.

Continued next issue.





# Jumping into the Land Rover Gene Pool

By Paul Memont

[Paul Memont, Methuen, MA, and his wife Maura have attended New England Land Rover events for decades in a variety of Land Rovers and Range Rovers. This year, he's created a hybrid of the two —ed.]

On the one hand, I found myself with a 1987 Range Rover. It had only 15,000 miles on a 3.9 block. It seemed to be in great mechanical shape, but the body was starting to fall off.

On the other hand, I also had a 1971 Land Rover Series II-A. I bought it nearly 18 years ago and the frame had undergone numerous repairs. Now it appeared to become junk and required a replacement. As tired as the frame was, I was tired of the low power of the Series 2.25 liter engine.

What if I grafted the best of each car onto the other? I'd have a hybrid from the Land Rover gene pool that would give me the best of both worlds.

So I took the II-A and removed all body parts, including the front bumper and rear cross member. I was able to sell the rolling chassis, complete with overdrive. Gone! That opened up room in the driveway! A good friend, neighbor and fellow Rover enthusiast, Rick Cubelli, pulled it all apart for me.

I turned to the Range Rover and stripped it down to a rolling chassis; only the engine, driveline, and frame remained. The following items, two pickup loads worth, wound up at the local dump: radiator, intake with injectors, all computer controls, fuel tank, rear leveler, brake lines, fuel lines, all wiring, both bumpers, cats, and all body mounts.

When I removed the rear prop shaft, I had machine shop shorten it by 16 inches, balance and paint it. Out came the torch to cut 16 inches from the frame. The wheelbase is now 84" with an overall length less than a Series IIA. That should give me some advantage over both 88" Series and 90" Defender vehicles off road.

Then I lowered the rear transmission cross member mount about 2-2.5 inches so the shortened prop shaft ran straight to the rear differential with no angle at rest. Too severe angle between the two usually results in ruined U-joints. I added support to bottom of cross member for strength, and extended uprights of mounts to bolt to inside of frame.

Next came a custom built radiator frame for the aluminum racing radiator; I mounted the radiator close to the engine fan, along with electric Range Rover fans and a transmission cooler. Now came the hard part — making everything fit within the engine compartment, and having all the front body parts meet each other properly. I measured and leveled over and over and over again. The starting point was mounting the front center grille as close to radiator as possible on hinges for a tilt nose I had to make the center grill two inches taller so the hood would clear the radiator

Then I had to level the hood to find mounting point for bulkhead and new outriggers. It took days to get these mounting directions correct. Oh, yes, I also had to rebuild the bulkhead to fit around the Rover V-8 and its bell housing.

After bolted the bulkhead to the outriggers, I used a threaded rod inside steel tubing, cut to length, to support the bulkhead and the top of the radiator frame. I also added angle iron braces, welded to the shock towers and bolted to bulkhead on both sides, for even more strength. I also cut out the rear of the front wings to allow larger tires to clear the new wheel wells. At the rear of the car, I made two rear tub mounts and mounted the rear cross member to frame using a stainless steel rock guard / under rear tub

mounted it on the console next to the three shifts and e-brake.

Before this I had rebuilt a few motors, swapped a few motors, and have done a lot of work on many cars, Rovers, and I think I can fix most anything, but never have I attempted a project so challenging and so rewarding. If I was not retired I don't think I could have finished the project. That said it was the most challenging project I've ever attempted. I needed to reach certain motivation points to continue. Hearing the engine roar the first time, moving The Beast the first time even without brakes. Every major stage was enough to keep me going. Thanks to Rick Cubelli for taking apart the Series and donating a better seat box, a hood with the spare tire depression, and loaning me



storage accessible from door on inside floor.

Under the hood, the engine is fairly stock. However, I installed an Edelbrock manifold and Holly 4 barrel carb with electric choke and K&N air filter. I had a custom exhaust shop in Lawrence, MA, make a full exhaust with a stainless performance muffler. It's a full dual 2" in and single 2 1/2" out.

Inside the car, I shortened the Range Rover steering wheel shaft to fit and made amount for the shaft on engine side of bulkhead. Before bolting down seat box I had to move the shift lever and the hi/lo/dif lock forward about a foot because it worked out to be between the seats. I used a third shift for the dif lock / unlock. I built a heater fan box using the double fan from the RR air conditioner to push air into the interior. Never has so much hot air been blown through the heater core of the Series in all the years I owned it. I then installed a Holley electric fuel pump and fuel filter on a support next to the stock Series IIA tank. Everything vital can be reached from under the center seat or from removable center panels on the sides of transmission tunnel.

This hybrid required proper braking. New rotors, Green Stuff disc pads and rebuilt calipers, along with new steel lines and fittings, assured me of stopping power. Hydraulic pressure came from a rebuilt master cylinder and power brake booster from the II-A. I used an adjustable proportioning valve and



a power hacksaw. Thanks to Phil Tusinski for donating endless sheet steel and anything else I needed help finding.

Even though The Beast is registered and legally inspected I still need to do some work. I need to paint the door tops, install the center lights, install the new weather-stripping, put the hardtop on, install the fuel cell I have and the tank selector so I have 2 gas tanks and more range. I'd like to move the seat bulkhead to the rear about 6 inches to have more room. For now, I will drive it and enjoy. If you see a strange looking Land Rover in northern Massachusetts, it's probably me — don't forget to wave!



## LAND ROVER SETS GLOBAL SALES RECORD IN 2005

Gaydon, Warwickshire, 6 January 2006 - Land Rover has achieved its best sales performance in the company's history. In the record year of 2005, the 4x4 manufacturer sold 185,120 vehicles around the world, an increase of 14% on the previous year.

The USA saw sales surge by 30% and for the UK it was another record year, marking six years of continual growth. Emerging markets like China and Russia witnessed sales increases of 105% and 67% respectively.

debut with 30,356 models sold worldwide in six months. Discovery 3/LR3, which has collected 54 awards, saw sales climb steadily throughout the year to 53,558. In the US, a record year ended on a record high, with Land Rover's best December sales performance.

Matthew Taylor, Land Rover's Managing Director, said, "This fantastic achievement is a reflection of a strong, new model line up and is a reward for significant investment and hard work. We said 2005 would be the year of opportunity and the United States would be an increasingly important market for Land Rover. We set out to seize success and grabbed it with both hands. We now need to maintain that momentum." (Land Rover Media)

## LAND ROVER ACHIEVES RECORD SALES IN THE UNITED STATES LED BY ITS LATEST TWO MODELS

IRVINE, Calif., Jan. 4, 2006- Land Rover today reports a record sales year totaling 46,175 vehicles sold in 2005, up 30 percent from 2004. LR3 sales totaled 19,346 sold and Range Rover Sport sales totaled 10,441 vehicles sold. "It has been a year of solid growth for the brand," said Mike O'Driscoll, president of Aston Martin Jaguar Land Rover North America.

## RANGE ROVER SPORT NAMED SUV OF THE YEAR AT 2005 TOP GEAR AWARDS

Gaydon, Warwickshire, 5 December 2005 – Land Rover's Range Rover Sport has been crowned 'SUV of the Year' by BBC Top Gear at the magazine's annual awards celebration hosted by Jeremy Clarkson.

On sale since May this year, the Range Rover Sport is enjoying a very successful start, with over 20,000 sales around the world and 11 awards to its name. This latest honour comes on the back of rigorous road tests and challenges set for the vehicle by the Top Gear team – from out-manoeuvring a high-performance military tank with laser-locking devices on the TV show, to conquering Dubai's 'Big Red' sand dune in the magazine.

Top Gear editor, Michael Harvey, said: "The Supercharged 390bhp Range Rover Sport is the only choice for Top Gear magazine's SUV of 2005. BMW and Porsche make world-beatingly-great sports cars, one or two of which look a bit like SUVs. Land Rover has only ever made great SUVs, one of which now goes a lot like a BMW or a Porsche."

Jaguar and Land Rover chief engineer for vehicle integrity, Mike Cross, was also named a Top Gear 'Man of the Year for 2005' in the magazine, which goes on sale today. Michael Harvey said of Mike Cross: "Cross



In the UK, December's cold snap sent buyers into the 4x4 specialist's showrooms, giving an end of year boost which took sales to 48,777 – 3% higher than the previous year and the company's fifth record year in a row.

Andy Griffiths, Land Rover's UK Marketing Director, said, "Drivers are obviously looking for the sure-footedness and versatility a Land Rover offers when the going gets tough. Our unique Terrain Response system, which has a specific setting for snow and ice, will help drivers deal with sub-zero conditions. With more wintry weather to come we expect to see many more people choose a Land Rover."

The sales growth has been driven by an exceptionally strong model line up. Range Rover Sport, the company's fifth nameplate, experienced a sensational

"Our record sales are a testament to the significant investment we made in product development with Range Rover Sport and LR3." "We look forward to continuing the sales momentum with our retailers in 2006," comments Richard Beattie, executive vice president of Marketing and Sales for Land Rover North America. "Building on LR3 with Range Rover Sport in 2005 has ensured us a solid model line-up for 2006." "December sales achieved a record month totaling 6,913 vehicles sold, up 26% from the same month the previous year. Range Rover sales totaled 1,867 sold. Range Rover Sport sales totaled 2,505 and LR3 sales were up 17 percent with 2,505 sold, marking a record month for both models. (Land Rover Media)

is as important to new Jaguars and Land Rovers as their design teams, and he has instigated a paradigm shift at Land Rover with the Discovery 3 and Range Rover Sport."

Land Rover's managing director, Matthew Taylor, said: "These accolades represent a fantastic endorsement of all the investment and hard work that is going into re-vitalising the Land Rover range, and from without question the world's most influential group of motoring journalists, it is praise indeed. The Range Rover Sport is only our fifth model-line ever, and the first all-new addition to the Land Rover range since 1997, so is a very big deal to us and we are delighted to receive such significant recognition for it." (Land Rover Media)

**Off-road suspension accessories for Defender, Discovery I and Range Rover Classic (coil springs)**

**(a) Front Heavy Duty Shock Towers**

PLS023HDY (Powder coated Yellow, Pair) .....\$169.00

**Front Heavy Duty Shock Towers**

PLS023HDG (Galvanized, Pair) .....\$169.00

Requires Heavy Duty Securing Rings PLS039HD

**(b) Heavy Duty Securing Rings**

PLS039HD used to secure heavy duty shock tower to your chassis (Pair).....\$ 19.95

**(c) Heavy Duty Spring Retainers**

SRP105 Front Spring Retainer .....\$ 19.95

SRP106 Rear Spring Retainer .....\$ 14.95

**(d) Rear Dislocation Cones**

PLH617DC easily bolts to your chassis rear top spring mount. Proven effective in guiding a dislocated spring back into place (Pair).....\$ 89.00

**(e) Rear Shock Mount Drop kit**

PLH617DK Increases the travel of your rear shock by lowering your top mount 2" (Pair) .....\$ 89.00

**(f) Suspension Lift Spacers**

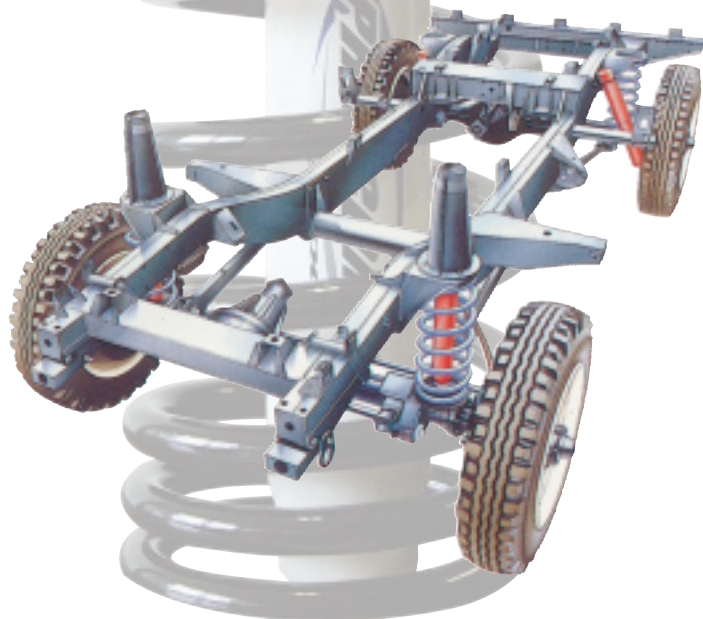
Raise your suspension on your Defender, Range Rover Classic, Discovery I and II by **2 inches**, using our Lift Spacers. Easy to install, for that DIY person. No special tools are required. Fits between axle and spring plate.

RNA5102 Set of 4 (2 front 2, rear).....\$ 89.95

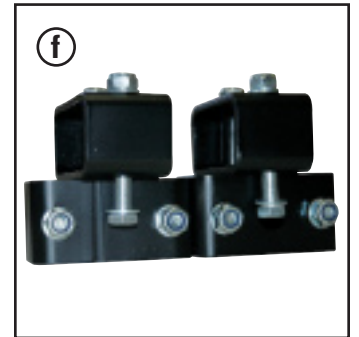
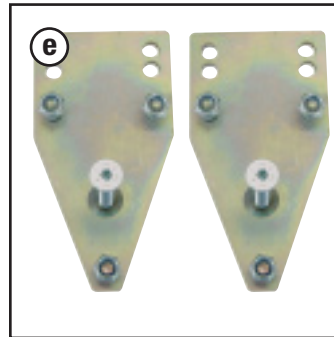
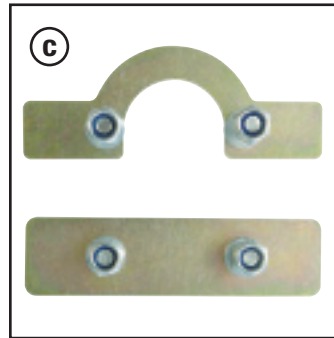
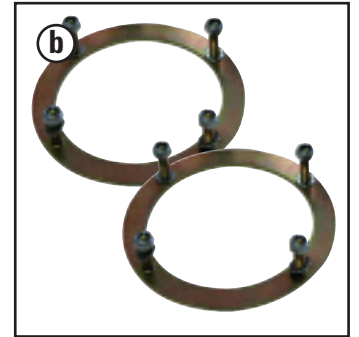
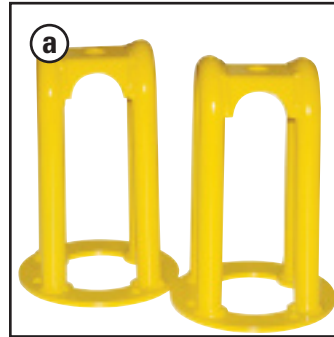
**(g) ProLine Performance Wheel Spacer Set**

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 includes 4 30mm wide spacers with studs, and 20 lug nuts.

RNWS001 Performance Wheel Spacer Kit Regular price .....\$ 329.00



**SUSPENSION**



**CAN'T BEAT PRICES**



**(a) Bilstein Shocks**

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

**Defender 90/110**

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

**Discovery I**

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



**Discovery II**

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

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

**Range Rover P38A**

RNA2214/5	Set of four.....	\$ 385.00
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**(b) 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 these to be the best available. Improve your ride, improve your comfort, and get additional axle articulation out of your Series Land Rover. Includes four springs with u-bolts and hardware. For best results, we've included a set of our OME Nitrocharger shocks (below), or Pro Comp shocks.

**Balanced Parabolic Spring Kits with Old Man Emu Shocks**

RNK112388	2 leaf front & 3 leaf rears, 4 OME shocks, for 88" and 109".....	\$ 799.00
RNK1123109	2 leaf front & 3 leaf rears, 4 OME shocks, for 109".....	\$ 799.00
RNK1124109	2 leaf front & 4 leaf rears, 4 OME shocks, Heavy Duty set, for 109".....	\$ 899.90

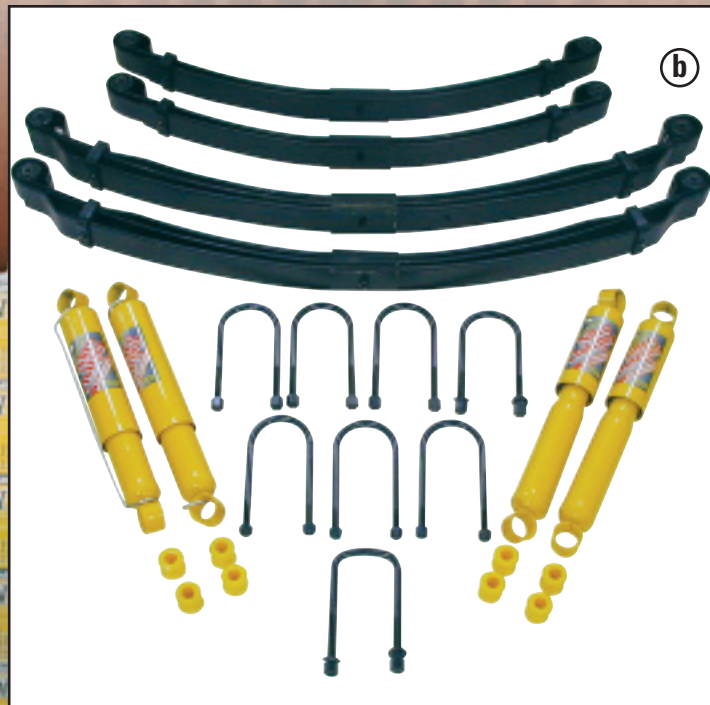
**Balanced Parabolic Spring Kits with Pro Comp shocks**

RNK112388PC	2 leaf front & 3 leaf rears, 4 PC shocks, for 88" and 109".....	\$ 629.00
RNK1123109PC	2 leaf front & 3 leaf rears, 4 PC shocks, for 109".....	\$ 629.00
RNK1124109PC	2 leaf front & 4 leaf rears, 4 PC shocks, Heavy Duty set, for 109".....	\$ 709.95

**Balanced Parabolic Spring Kits w/o Shocks**

Includes U bolts with nuts

RNK1123	2 leaf front & 3 leaf rears for 88" and 109".....	\$ 499.00
RNK1124	2 leaf front & 4 leaf rears, HD set for 109".....	\$ 599.00



RNK112388

**(c) Bilstein Suspension Kits**  
**Genuine Heavy Duty**  
**Springs & Bilstein Shock Kits**

For owners using their Land Rovers in a mix of commuting and off-roading. Perfect for vehicles running factory tire sizes up to 245/75-16 with a moderate appointment of off-road equipment – not exceeding manufacturer's gross vehicle weight. **Note: For heavier than normally laden vehicles, we recommend OME shocks.**  
**Genuine Heavy Duty Springs & Bilstein Shock Kits** For owners using their Land Rovers in a mix of commuting and off-roading. Perfect for vehicles running factory tire sizes up to 245/75-16 with a moderate appointment of off-road equipment – not exceeding manufacturer's gross vehicle weight. **Note: For heavier than normally laden vehicles, we recommend OME shocks.**

**Defender 90/110**

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

**Discovery I**

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

**Discovery II**

RNK5208	Discovery II, 4 Bilstein shocks, Genuine Springs .....	\$ 529.00
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**Range Rover Classic**

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

**(d) OME Shocks**

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

**Defender 90/110**

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

**Discovery I**

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

**Discovery II**

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

**Range Rover Classic**

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

**(e) Complete OME Kits**

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

**Defender 90**

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

**Defender 110 Station Wagon**

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

**Defender 110 Pick-up or Hardtop**

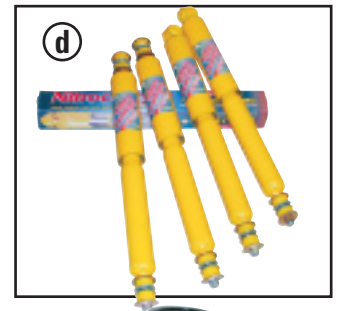
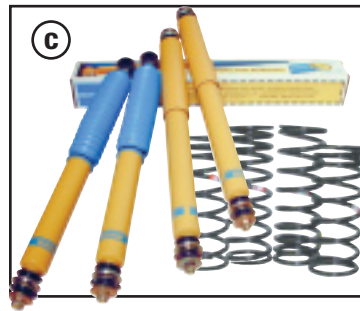
OMED110RK1	Standard Duty.....	\$ 639.00
OMED110RK2	Heavy Duty.....	\$ 639.00
OMESD32	Steering Damper.....	\$ 69.95

**Discovery I**

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

**Discovery II**

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



**(e) Complete OME Kits (continued)**

**Range Rover Classic**

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

**(f) Pro Comp ES 9000 Shocks**

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

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

**Pro Comp ES 3000**

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

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

**Steering Damper**

PLS122	Series II, IIA, III, 88", 109", Range Rover Classic and Discovery I.....	\$ 39.95
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**(a) Range Rover Classic LWB**

Land Rover designed and built into the Range Rover Classic LWB 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 LWB to a coil-sprung Range Rover. **This kit contains all Genuine parts** and includes everything needed for the proper conversion and continued reliable 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.....\$ 369.95
- RNK5105A Coil Spring Conversion Kit (with OME springs), Range Rover Classic.....\$ 399.95

**(b) Coil Spring Conversion Kit With Electronic ECU Bypass for 1995-2002 Range Rover P38A.**

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 springs, 2 rear coil spring isolators, 2 front coil isolators, 4 coil spring seats, 4 aluminum spring perch adapters, 4 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.

- PLK5106 Standard RR P38A Coil Spring Conversion Kit.....\$ 699.00
- RNK5107 Heavy Duty, P38A Coil Conversion Kit.....\$ 949.00
- RNK5116 Standard w/Bilsteins, P38A Coil Conversion Kit.....\$1195.00
- RNK5117 Heavy Duty w/Bilsteins, P38A Coil Conversion Kit.....\$1299.95



**Easy to Install**



**COIL CONVERSION KIT**

**(c) Polybush Kits**

For performance and long life, these polybushing kits are suitable for normal as well as off road use. Includes all suspension and all shock absorber bushings. Made in England.

**Discovery I, Range Rover Classic (except 1995), D90, 1994 on**

- PBS1115 Polybush Kit.....\$199.95
- PBS1111LWB Polybushing Set, **Series IIA, 109"** Includes all spring bushings and shock bushings.....\$129.00
- PBS1111SWB Polybushing Set, **Series IIA, 88"** Includes all spring bushings and shock bushings.....\$129.00

**(d) Genuine Land Rover Suspension Bushing Kits**

Includes all Land Rover Genuine Parts, bushings and hardware for replacing suspension using on coil sprung vehicles. Professional installation is recommended.

- RNK5910 Range Rover Classic Front Bushings Pre '86 .....\$ 189.95
- RNK5911 Range Rover Classic Rear Bushings Pre '86 .....\$ 209.95
- RNK5912 Range Rover Classic Front Bushings '86-'90 .....\$ 149.95
- RNK5913 Range Rover Classic Rear Bushings '86-'92 .....\$ 189.95
- RNK5914 Range Rover Classic Front Bushings '91 on .....\$ 139.95
- RNK5915 Range Rover Classic Rear Bushings '93 on .....\$ 189.95
- RNK5918 Discovery I Front Suspension Bushings.....\$ 139.95
- RNK5915 Discovery I Rear Suspension Bushings.....\$ 189.95



**The Best Bushing Kit available**

# What's More Fun Than a Series I?

By Thomas Johnson

[Thomas Johnson, Henniker, NH, is a business major at New England College and an avid Land Rover enthusiast. The family's Land Rovers include a 1953 New Zealand Military Series I and an 1989 Range Rover. Tom also collects Land Rover models and brochures – in short, he's hooked. Here are his thoughts on his beloved Series I –ed.]

The soft rumble of a Series I engine is unmistakably recognizable, a running legend. The versatile and charismatic design that was so successful in Land Rover's early years. So, you wonder, how did this magnificent Land Rover evolve? What makes these envoys of early Land Rover heritage so unique in character and design?

Reflecting back on Land Rover's history, the Land Rover that never fails to interest me is the Land Rover Series I - the vehicle that got Land Rover's foot in the door of the market back in 1948. Spencer Wilks, managing director of the Rover Car Company, and his brother, Maurice, chief designer, were the acclaimed original creators of the Land Rover and, unbeknownst to them, the saviors of the Rover Car Company.

After World War II, Rover was in a spot of trouble, the car company needed a cash flow injection, as well as a car to export. There were certain appealing incentives from the British government back then to export product overseas. In fact, the maxim at the time was "Export or Die." Rover did not even have an export department at the end of World War II, and it knew that its product line was aimed at an exclusively British home market. Maurice Wilks had a military surplus Willys Jeep on his farm that originally spurred his imagination to design the first Land Rover. So Land Rover became Rover's export vehicle.

Prior to World War II, the Bantam Company in the US, made Austin Sevens under license, produced the first 'Jeep.' Willys-Overland and Ford profited from their own versions during the war while Bantam went out of business. After World War II, Maurice Wilks came up with the Rover car for the land, the Land Rover.

Notably, the first Land Rover prototype, or pre-production model, was a center steer version; this was the time when Land Rover was carefully studying the Jeep. Reportedly, this prototype was a bit of a hybrid. The first brochures pictured an early Series vehicle with a steering wheel in the center. This was an effort to cut costs so they didn't have to switch the steering wheel from side to side for different markets. Obviously, this didn't work out to well and the plan was quickly abandoned; it would just be a tough sell.

The Land Rover was intended traditionally to be used by farmers, and was often called the "farmers friend." Unfortunately, no center steer prototypes survive today except in brochures and photographs. After



the six prototypes were sent out for trial usage to certain farmers in 1947, the only complaint they had was that of the rear floor. It seemed to dent all too easy with all those large metal milk containers that they threw in the back. This was solved by the addition of thicker galvanized steel supports under the rear floor, as well as a central cross bracket.

Rover was eager to debut some new cars on the market in 1948. The Land Rover [the Series I name did not take hold until the Series II a decade later] was unveiled at the Geneva Motor Show that March, and the Amsterdam motor show in April. Rover's new automobile became a success throughout the world. Rover was swamped with orders for the new Land Rover; they couldn't keep up making 100 a week, while the demand called for 500. In the first year of

*Continued on PG 42*



**You will not find a lower price anywhere!**

**RESTORATION**

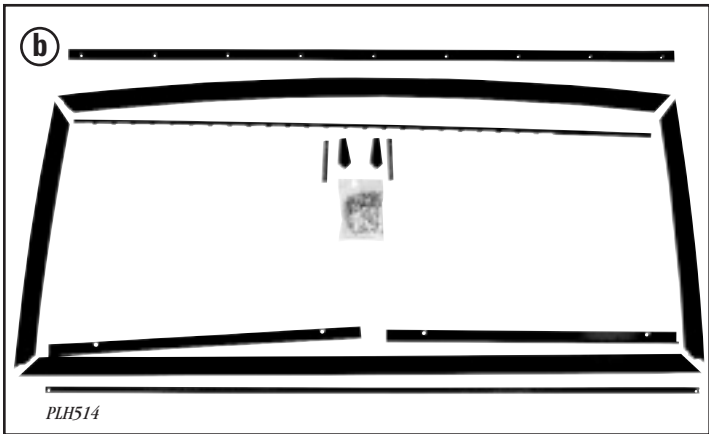


**(a) Rear 109 Fuel Tank**

Rear fill 20 gallon fuel tank for Series III 109.

Will fit all negative earth Series IIA 109s by using fuel sender PLH652.

PLH650	Fuel Tank .....	\$259.00
PLH652	Fuel Sender .....	\$ 39.00
RNC886	Locking ring for sender .....	\$ 3.99
RNC887	Sealing ring for sender.....	\$ 1.85



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

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

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

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

Corrosion Proof, all Aluminum Tailgate Lid for Range Rover Classic, comes assembled with Genuine glass and hardware. Does not include exterior handle, latches, hinges, central locking mechanism or brake light. Requires 3 to 4 hours assembly time.

PLB171A Pre-assembled Aluminum Tailgate Lid .....\$699.00

**(d) 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.

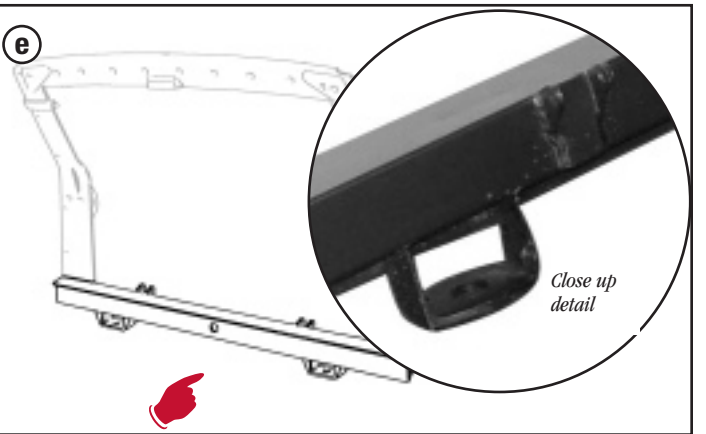
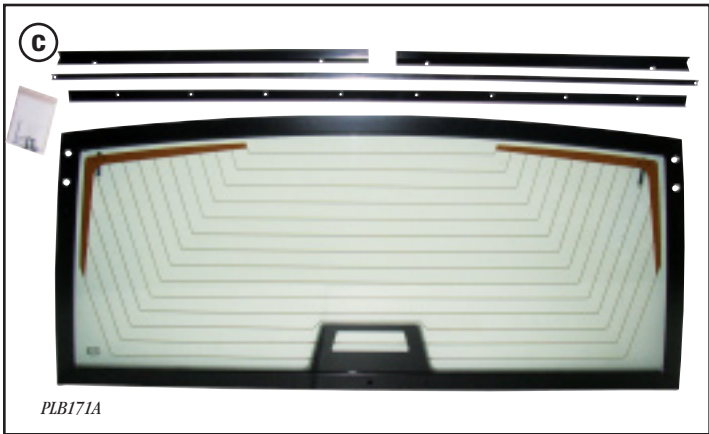
RNB171 Genuine Land Rover Liftgate Assembly .....\$849.95

RNB261 Exterior Handle Assembly (up to JA351032).....\$142.95

RNB299 Exterior Handle Assembly (from KA351033) .....\$114.95

**(e) Range Rover Classic Tailgate Bottom Repair Section**

RXM1005 RR Classic Tailgate Bottom Replacement.....\$119.00





**(e-f) BUMPER END CAPS**

**(e) Discovery I**

RNF724	Front Bumper End Cap, LH.....	\$ 28.63
RNF725	Front Bumper End Cap, RH.....	\$ 28.63
RNF747	Rear Bumper End Cap, LH.....	\$ 28.63
RNF748	Rear Bumper End Cap, RH.....	\$ 28.63

**(f) Range Rover Classic**

RNB231	Front Bumper End Cap, LH.....	\$ 54.95
RNB232	Front Bumper End Cap, RH.....	\$ 54.95
RNB080	Rear Bumper End Cap, LH.....	\$ 56.50
RNB162	Rear Bumper End Cap, RH.....	\$ 56.50

**(g) Marsland Chassis**

The backbone of your Land Rover is its chassis. Start with a new Rovers North heavy duty chassis, made for us by Marsland in England! Our hot-dipped, fully galvanized Series II, IIA, and III chassis are machined to original Land Rover specifications and include reinforced front horns, auxiliary fuel tank bracket, and hangers for left and or right exhaust, all at the same price as a standard chassis.

**88" Series II, IIA, III**

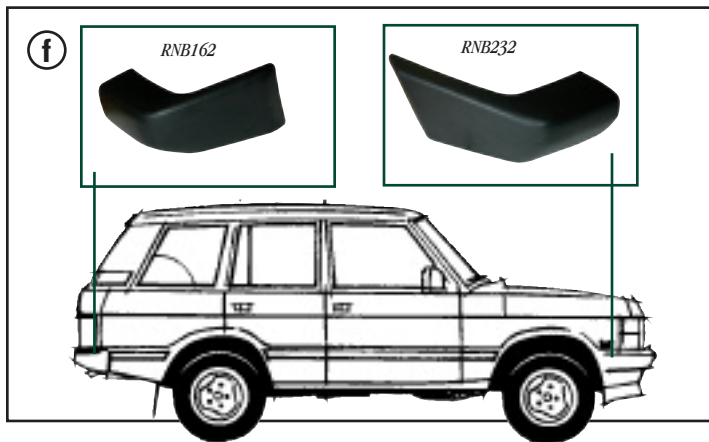
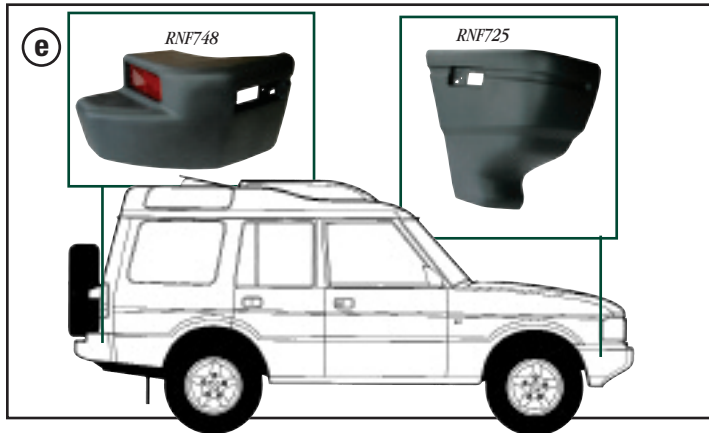
RNE416	Civilian 88" New Galvanized Chassis.....	\$1690.00
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**109" Regular Series II, IIA, III, 2.25 ltr**

RNE412	Civilian 109" New Galvanized Chassis.....	\$2490.00
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**109" Station Wagon Series II, IIA, III, 2.25 ltr**

RNE413	Civilian 109" Station Wagon New Galv Chassis.....	\$2450.00
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**(h) Waxoyl Professional Products**

From the exterior of your vehicle to the inside of your door and body cavities, we have the right Waxoyl product for you. Designed in Switzerland and used by the leading automotive manufacturers, Waxoyl is an environmentally friendly, non-toxic, product that is available from Rovers North in convenient DIY sizes.

**(h) Waxoyl Professional Products (Continued)**

RNW5004	120-4 Rust Inhibitor Protection 500ml, interior body cavity & chassis.....	\$* 15.95
RNW5006	Hardwax Underbody Protection 500ml, exterior chassis & underside.....	\$* 16.95
RNW5009	Cream Wax - Pure Carnauba 0.5 liter, exterior paint finish & protection.....	\$ 23.95
RNW5010	100+ Paint Sealant Sponge. This easy to use high polymer formula sponge is designed to shield your paint finish against fading, oxidation and industrial fall-out. One application stands up to over 100 car washes.....	\$ 14.95
RNW5118K	Magic Clay System. Includes one Clay Bar, one liter of Moisturizer, and application spray bottle.....	\$ 39.95
RNW5019	Magic Clay Bar (one bar).....	\$ 27.50
RNW5020	Magic Clay Moisturizer (one liter).....	\$ 14.95

**\*SAVE 10% on cases of 12 - please inquire!**



sales, 8000 Land Rovers were sold. Land Rovers were actually outperforming Rover cars in sales by 2 to 1.

The first Land Rover quickly found favor among rescue services, police forces, road side help (the AA), militaries, contractors, electric services and expeditions. The most common applications were the Fire Engine and the Portable Welder. Interestingly, its intended application was as a substitute for the then-new farm tractor. While it could assist as a mobile machine for farm chores, it could not be geared low enough for use with common farm implements. However, as a towing and powering machines, Land Rovers became a necessity for the farmer and continues until this day. Advertisements in country magazines suggested Rovers had multiple uses on the farm. They could cope in rough farmland, and even could be presentably driven to the local pub. In fact, the Land Rover was popular as normal every-day transportation for the average family.

Land Rover also designed the 80-inch Tickford - built station wagon, which was aimed at the higher classes as comfortable transportation. A handsome Land Rover at a handsome price, almost twice the cost of the "farmers friend," the Tickford was out of reach of many people in that respect. British taxation policies also limited sales; approximately 640 were made.

As for the technical side of things, the first engine in the Series I 80-inch was a 1.6-liter 4 cylinder; on the later models Rover changed to a 2.0-liter 4 cylinder. These engines are a pleasure to listen to, especially at idle. My dad has a 1953 version made for the New Zealand Military with the 2.0-liter. After listening to the engines on later Series models, the engine sounds quite refined, likely because of its size. Also fitted to the Series I was a 9-inch single disc clutch, a gearbox with 4 speeds and synchromesh on third and fourth gears. Land Rovers made before 1950 have permanent four-wheel drive with a freewheel mechanism to allow the front and rear axles to spin at different speeds. Later 80-inch models got a selectable four-wheel drive. A plate on the transmission states if it's a freewheel or permanent system.

Understandably, in the beginning Land Rovers production process was rather primitive, relying on a



lot of hand labor. As it didn't involve a lot of capital for tooling, it was easy on Rover's new venture expenditure. The hand-made, solid chassis for the 80-inch Land Rovers was only planned to be used for a few years. Thankfully, Rover kept the chassis throughout the Series Land Rovers and beyond. The ladder frame chassis evolved box section side rails, and five cross members.

The brakes on an 80-inch were Girling hydraulic drum brakes; they were used on all four wheels. A mechanical drum brake on the transmission was used for the handbrake. The gas tank was always situated under the right side locker lid, under the front seats - which often I find, earns some strange glances at the gas station.

The normal wheels on the 80-inch were pressed steel. All body panels were made out of the aluminum alloy, Birmabright. The bulkhead, which is mounted to the outriggers, is made of steel for strength. The windscreen is made from galvanized steel and two window panels. The front wings have a round rubber bumper to stop the unrestrained door from bashing against the side. The first 80-inch Land Rovers had no outside door handle, only an access flap, which was quite a chore if you had purchased the optional door tops. By 1951, there was an outside handle installed on the export models. To ensure a low base price, early Land Rovers had no canvas top or doors as standard equipment.

The end result of the design was very pleasing, despite its dinky appearance, which I think makes it more appealing. The shorter wheelbase makes those frost heaves in the New England roads that much enjoyable to bound over. The ride of a leaf sprung Land Rover is something of a novelty. The interior of the 80-inch Land Rover was very simple and straightforward. One could drive with the top removed in a rainstorm with ease and not have a worry in the world, unlike today's Land Rovers, heavily laden with elaborate electronics systems and computers. The first steering wheels featured the au courant "banjo" style, three and the four chrome spokes each; both of the steering wheels were made out of a plastic resin. The steering wheels were a work of art in themselves with their handsome designs. The body colored oval control panel included an ignition and lights switch, an ammeter, a petrol gauge, and a speedometer. The first seating came in the form of a 'shovel' shape for the rear backrest. Later on, Land Rover changed to a simpler design. Land Rover discontinued the 80-inch version in 1953, when the new 86-inch was introduced. This of course, allowed for more room in the back.

The Series I has certainly become a collectable, as well as a very decent restoration vehicle. Many of these Land Rovers are still running to this day. They are very capable off-road, often outperforming newer products, but less capable at today's on road speeds. On a trip I took to Scotland once, I saw a few still

being used by farmers. It seems a Land Rover is a necessity; and I can fully support that fact. It's a common site to see an old Land Rover kicking about a farm over there, or driving on the freeway caked in mud from the fields.

The vehicle that originally inspired me to write this article was our family 1953 Series One 80". The Series One was one of 640 hard at work for the New



Zealand Military, and may have served in Vietnam and incidents in Malaya. The original markings have been painted over throughout the years of ownership. Once owned by the President of Land Rover New Zealand, this vehicle has many stories to tell. Thoughts of restoration did cross our mind, but we decided we would leave it alone, as the weathered paintjob looks fine as it is. The previous owner told us how it was earning its keep by pulling logs a few days before it was on the ship.

When you're driving in a Series One, the whole aura comes into play. The little old Land Rover takes any driver at the wheel back in time. I could almost envision I was a farmer on the way to the fields to tend to his livestock as I was burbling down the New England back roads. As an enthusiast, I find it's beneficial to marvel at the first Land Rovers and keep the heritage alive. On the occasion we take our Series One greenlaning, it almost seems to reminisce its many years of service as it effortlessly bumps over the terrain. Although some would disagree, our Series One's timeless design even gives an LR3 or the Range Rover Sport a run for its money [well, not on the open road -ed]. I think the Series Land Rovers will always have the upper hand when it comes to recognition from the average bystander. Just like the old Mini's, just glancing at it puts a smile on your face.

We entered it in the British Invasion last year and I caught people just staring at it, spellbound. To my amazement some people weren't even aware that an 80" Series One even existed in Land Rovers history! The maintenance and normal care is well worth the while compared to the many continuing years of loyal and versatile transportation.

What began as a dream of Maurice Wilks' on his 250-acre estate in Anglesey has become a legend today. The Land Rover Series I 80-inch is a worthwhile testament to the strength of the Land Rover brand itself. Land Rovers upcoming 60<sup>th</sup> birthday is in 2008. Let's hope the company justifies the many past years of prestigious, unwavering, and versatile transport for us enthusiasts of the present and of the future. After all, the Land Rover is the "world's most versatile vehicle"



# The Daily Driver



## Must Press on, dear boy!

By Mike Koch

So, who's a "daily driver?" What's a "daily driver?" Is it a person or a vehicle, or both? Putting 14,180 miles on your Land Rover between April 22nd and November 20th, 2005 may nominate both driver and vehicle as "daily drivers."

Relying on your classic Land Rover as your only means of transportation qualifies you as a daily driver. When it won't start and you're stuck at home, instead of going sailing with your buddies on Labor Day weekend, you're a daily driver. Furthermore, everyone you know is gone for the weekend and all the parts you need, after you've correctly diagnosed the problem, are at Rovers North, 35(or more) miles away. Stuck at home all alone with a busted Rover on Labor Day weekend. Fantastic! The nearest grocery store is at

person affected. Another great example in the movie *The Gods Must Be Crazy* is the following conversation between Land Rover driver and passenger. If you haven't already seen the film, I highly recommend it! While reading the following dialog, please keep in mind that the driver is completely apathetic by the Land Rover's behavior, while the passenger is frantic and perturbed.

Passenger: She stopped.

Driver: I noticed.

Passenger: Can you start her again?

Driver: No. We gave her new rings, and they're very tight.

Passenger: How far are we from the mission?

Driver: About XYZ miles.

Passenger: Will we get there before dark?

Driver: I don't know.

Passenger: This thing has stopped.

Driver: I noticed.

Passenger: Are you sure you can't start her?

Driver: Yes. This morning it took a horse and three men.

Passenger: So now what?

Driver: I can make a fire. And there's some food and a sleeping bag.

Passenger: Spend the night?

Driver: I'm afraid so.

Passenger: You sure this thing's stopped?

Driver: Yes. Didn't you notice?

While I haven't had this particular scenario happen to me, and while the Land Rover in the movie was a petrol model, trying to hold a conversation in a diesel Land Rover is like taking an Advil for a brain tumor. I've heard it all, from: "this thing sounds like the old Massie we had on the farm" to "it sounds like we're riding in a school bus."

The driver has to physically cope with operating the vehicle. While I'm not an advocate of driving a vehicle while talking on a cell phone, it's impossible in my Land Rover; likewise for driving with a coffee in hand. Without power steering, you

need both hands and a fair amount of upper body oomph to parallel park a classic Land Rover. No pressure if you're on a date after dark, it's raining, there's heavy traffic, you're driving downhill on a one-way

street and the only available spot is on the left-hand side. Did I fail to include the bit about having oversized tyres? I suppose you could opt for the nearest municipal parking garage...provided that you have stock suspension and no roof rack.

Between the time when I had an electrical dash fire this summer, and when Arthur and I got around to repairing it, there was a period in my life when I didn't exactly have headlamps. Days quickly grew into weeks before I addressed the issue. You see, to me it was an issue rather than a problem. For I knew I could easily get home before darkness and still have time for a burger with friends in Burlington. As the days grew shorter and summer began to fade, the last straw was forgoing dinner with friends in town because I couldn't drive home afterwards. Driving home at dusk while oncoming traffic flashed me to turn on my headlamps was yet another indication that it was finally time to address the charred wiring in my Land Rover's dash.

Unless you've recently replaced your door seals, riding in a classic Land Rover may expose you to nearly as many elements of the weather as riding a motorcycle. I don't remember the exact date that I took my door tops out of storage and installed them back on my door bottoms, but it was as late as possible. One late summer evening after work, I went out for dinner with Arthur and Les. The temperature had somehow managed to drop down to the lower forties. The door tops weren't back on my Rover yet, and I was wearing a tee shirt and shorts. Wrapped in a picnic blanket, I drove him shivering. This was the last straw for running without door tops.

Cold isn't the only thing that finds its way into a classic Rover. The night before my departure for the National Rally this summer, I found myself in torrential rainstorm pulling out of my driveway. The kind where your shirt gets supersaturated during the walk from the your front door out to your Rover parked in the driveway. Instead of the usually preferred back roads, I chose Route 7, in hopes of following a semi's tail lamps up to Burlington. The rain had soaked the entire interior of my Rover and although I was driving at about 10mph below the posted limit, the wipers struggled at full tilt to maintain a clear windscreen. Furthermore, without my door tops installed, rain was wrapping around the sides of the windscreen frame, and splattering the inside of the glass. Usually, this phenomenon only happens when stopped in traffic or during these torrent conditions. To further exacerbate the problem of seeing the road ahead, both the outside and the insides of my eyeglasses getting pelted by the spray. So, now I was barreling up Route 7 at about 10pm in a torrential rainstorm, wiping the inside of



"The Gods Must be Crazy" 1980

least a 15-minute drive too, but that's living in rural Vermont for you. I wonder if I could get that old tractor that's been sitting idle in the tall grass for fifteen years to run?

Coping skills are a forte of daily drivers. For both driver and vehicle, coping with mechanical idiosyncrasies. This summer tale reminds me of the movie *The Gods Must Be Crazy*. The Series I Land Rover featured in the movie illustrates the love-hate relationship many owners feel with classic Land Rovers as well as the coping abilities that go along with ownership. When I get infuriated with "the Beast," I always remember the scene in *The Gods Must Be Crazy* when the mechanic, who is re-ringing the Land Rover in the African bush, refers to the car as "the Antichrist." The mechanic warns the driver of the Land Rover: "Don't switch her off or let her stall. You'll never start her. Don't park on a slope. You got no hand brake." In turn, the driver stoically responds: "Now you tell me."

Passengers are best off to sharpen their coping skills as well, for sometimes the driver isn't the only



"The Gods Must be Crazy" 1980

my windscreen with a damp towel every minute, while every couple of minutes, I removed my eyeglasses from my face in order to wipe them on my soaked tee shirt. They never warned me about what to do in situations like this in driver's education!

Significant others have to be tolerant of riding in your classic Rover. Especially when the lack of door tops causes their hair to knot, but installing the door tops gets them cranky because it's too hot. While racking my brain for recent Land Rover ownership idiosyncrasies, my girlfriend Shaina recanted the following: "What about that morning in early September driving into Burlington and I had on two hooded sweater shirts, with both hoods up, and a hooded raincoat over them, with its hood up as well? Remember how I had to stuff that dirty oil rag in the rear upper corner of the door frame and cover my ear so that the cold wind wouldn't blast into it?" A point well taken, but my Land Rover was my only means of transportation during the summer, so what choice was there? I had grown so accustomed to "driving in the great outdoors (keep in mind I have hardtop with panel sides)" that lack of heat, precipitation, and the occasional cross-wind blasting through the cabin was a part of the

"Land Rover Experience." There was also the continual scenario of backing out of my driveway and up the road after a rain. All the rainwater collecting in the rooftop gutter would come cascading down onto Shaina's right knee. Luck me for, she never called my Rover "the Anti-Christ."

This summer, I took my mom for a ride in my Rover on a hot and humid day, driving down some of the dirt roads near my house as she recalled African safari experiences of the past. Looking out over the spare tyre, mounted on the bonnet, was the road ahead, while clouds of dust followed our path. Driving down the back roads of Vermont in an old Land Rover is fun, but getting stuck in traffic on a stifling hot day isn't. I remember driving to Lake George, NY to go sailing on many a summer weekend, usually every other, and getting stuck in road construction delays as crews repaired recently washed-out sections of Route 9N. Hazy, hot, and humid, and stuck in a metal box with no air circulation or radio. Again, I had grown so accustomed to driving such a rudimentary vehicle that when I parked my Rover for the winter and got my winter beater up and running, I was so surprised that I labeled it, a ten-year-old Volkswagen diesel, a "luxury

automobile." Perhaps this spring, I'll write a children's story about the mice living in the dash of my Rover for the winter and all the pandemonium they have caused. Hopefully, that won't be the case!

While my classic Land Rover doesn't hold the nomenclature of "the Anti-Christ," one positive aspect of ownership is that none of my friends want to borrow my cantankerous Rover!

It seems that we, as classic Land Rover owners, have quite a threshold for putting ourselves through the ringer before we fix our Rover or alter our behavior. Driving a classic Land Rover is a choice for most of us these days, while sometimes aggravating, always rewarding. I often equate driving a classic Land Rover to wearing flip-flops in the summer. You'll get there eventually, but you're limited to a moderate pace. Daily drivers know our vehicles, what they're capable of, and that we'll most likely make it home if something breaks on the road. We know that leaky clutch master cylinder will last another few months before it finally has to be rebuilt. Ah, studying the behavior of classic Land Rover owners! I have finally put my B.A. in sociology to good use!



# Sightings



New England may not have been the usual Winter Wonderland but we're holding onto our Spring mud season, frost heaves and potholes traditions. In fact, we're upholding them perfectly. The roads couldn't be more appalling, the trails couldn't be more "a thick o' mud."

Other than some extra washing out, none of this bothers Land Rover owners. Nor, it seems, does this distress advertisers and marketers. They know that the presence of Land Rovers – any model – will give their product or service that unmistakable cachet of classiness, ruggedness and adventure. And we've got tons of proof this issue. Wading through your submissions was student Brittany Jordan, Guilford, ME, who found the entire experience of adults wallowing in Land Rovers, well, "amazing."

To help rookies and veterans alike, please read the following with care:

*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 you won't get a mug. We're delighted, but not surprised, that Land Rovers appear in British television programmes, British publications, films with British themes, and shows about African safaris. You shouldn't be surprised, either, and should consider looking for other ways to get a coffee mug.*

*Rule #3 - At an ever-changing date before publication, we close off the Sightings. If we've mentioned the Sighting in an earlier issue, we won't 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.*

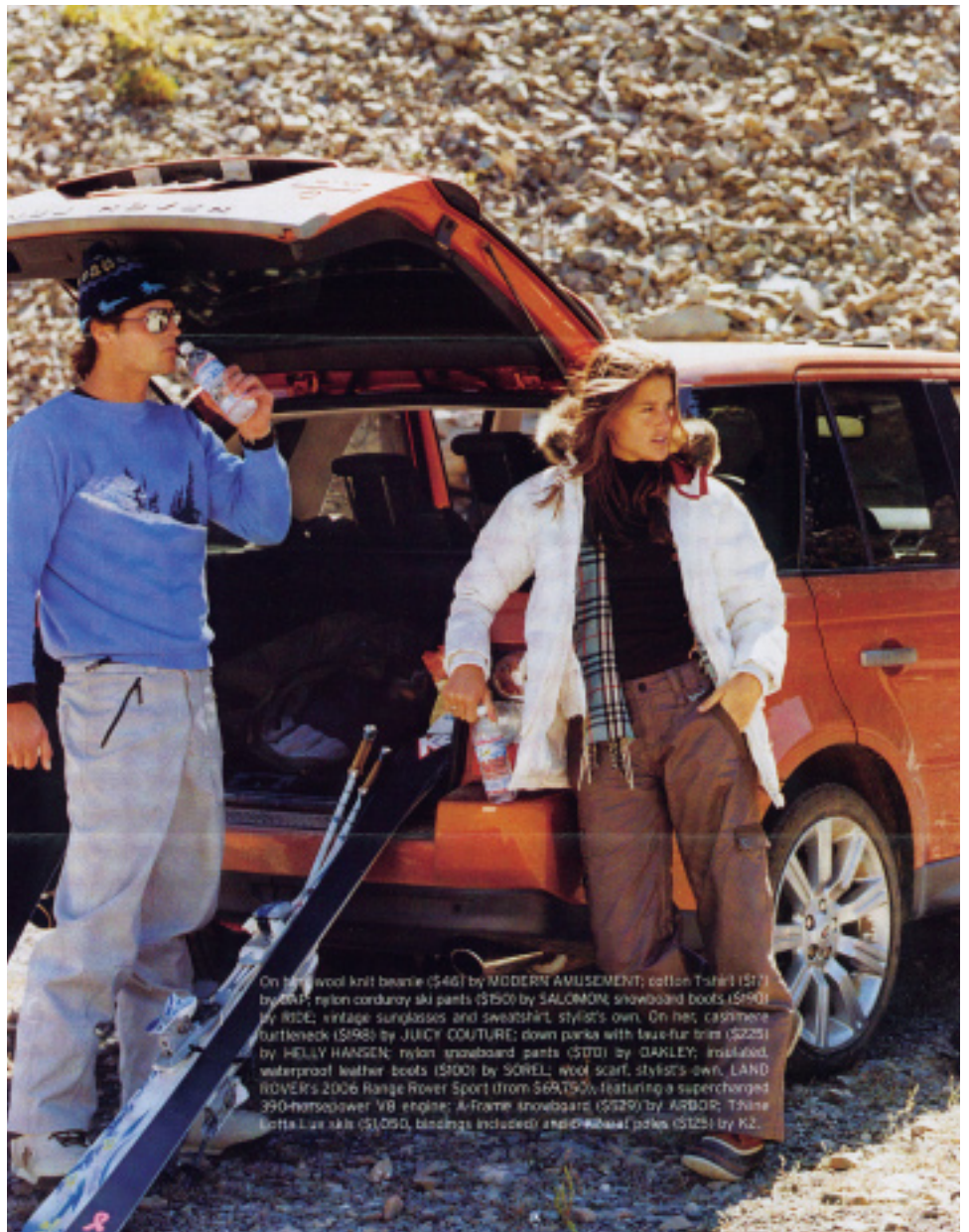
*Rule #4 - We're not outfitting your kitchen. If you qualify, one mug per Sighting per issue.*

*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 me know if you think you've been jobbed, but all decisions of the Editor are final.*

Every so often, it's good for Sightings to acknowledge ad campaigns featuring Land Rovers that stretch out over months, even years, so that newer Sighters



On him: wool knit beanie (\$46) by MODERN AMUSEMENT; cotton T-shirt (\$7) by GAP; nylon corduroy ski pants (\$150) by SALOMON; snowboard boots (\$190) by RIDE; vintage sunglasses and sweatshirt, stylist's own. On her: cashmere turtleneck (\$198) by JUICY COUTURE; down parka with base-fur trim (\$225) by HOLLY HANGEN; nylon snowboard pants (\$101) by OAKLEY; insulated, waterproof leather boots (\$100) by SOREL; wool scarf, stylist's own. LAND ROVER's 2006 Range Rover Sport (from \$69,150), featuring a supercharged 390-horsepower V8 engine; A-Frame snowboard (\$529) by ARBOR; Thine Bottle Lux skis (\$1,050, bindings included) and ski/walk poles (\$125) by K2.

understand that we're not ignoring them. **Hilary King**, Bozeman, MT, "lifted" an Outback Restaurant menu to show us the Series III 88" HT on the front. **Rob Modica**, Tucson, AZ, **Bud Lane**, Neosho, MO, **David Bowen**, Oak Harbor, WA and **Alex Jones**, Portland, TX, noted the JC Penny ad in which a woman stands beside a topless Series II-A 88". **John Doub**, Hixson, TN, found the Lincoln Financial Ad on the tube during the Tennessee – Notre Dame game.

**Sean Grauer**, Denver, CO, left the cold for sunny Florida. While searching for sunblock, he found the Panama Jack "Expedition Strength" potion; to prove its potency, it features a Land Rover on the bottle. **Tony Brooks**, Arlington, VA, caught the Urban Outfitters catalogue with the blue Defender. And hasn't Mastercard milked its "priceless" campaign with that Series Rover on safari. **W.D. Prillaman**, Irvington, VA, and **Jeffrey Bang**, Staunton, VA, saw it again. **Colin Spencer**, New Bedford, MA, came across the great Cessna ad in which the plane evolves into a Defender.

Of course, they're not all repeats. Dillards, the southern-based department store chain, put a family in

front of a Defender 110 for their holiday catalogue. "Makes you wish they'd move over and quite blocking the view," wrote **Bob Cullum**, Chapin, SC. **Scott Peterson**, Kennesaw, GA, saw the catalogue. Pottery Barn for Kids decided not to just use the image of a Land Rover, but actually sell a remote control model Land Rover. Interestingly, **Pete Liggett**, Columbia, SC, saw it when he was searching for another Land Rover for himself. **Corey Parker**, Los Angeles, CA, found a CWD catalogue for kids wear, including a sweatshirt with a 109" Military on it.

Gametap.com put an ad in Popular Mechanics, and to attract attention, included a Land Rover. It worked for **Robert Harder**, Eglin AFB, FL, and **Bud Lane**, Neosho, MO. **Jason Kirkfield**, Superior, CO, spotted a Defender 110 in an ad for CGi, using a safari landscape as the hook. **Cindy Scott**, Prescott, AZ, found a Range Rover Sport in a promotional article in Outside Magazine.

**Javier Velador**, Van Nuys, CA, bought a book called Draw Cars! for his son. This intelligent youngster immediately spotted an error in which the drawing of a Defender 110 was mislabeled as a "Range Rover."



For that alone he earns a mug. **David Manheimer**, Thornhill, ON, Canada, spotted a most unusual customized 1988 Saudi Range Rover in an article on a fancy car auction in England. **Glenn Shriver**, Chicago, IL, photocopied a photo of a lovely Series II-A pickup laden with seasonal decorations in English Home magazine.

Movie directors know that Land Rovers can make any film Oscar material. **Scott Peterson**, Kennesaw, GA, watched Smokey and the Bandit so carefully that he spotted a Series Land Rover in a parking lot background shot. More usefully, he also saw a Defender 110 during a brief flash in Jarhead. **Rod Turnbull**, Niagara Falls, ON, Canada, sent the good news that there's a Land Rover in "Into the Blue," and the bad news that the villains drive the Rover and "don't make a good showing of it."

Chico's, a woman's clothing company, put a soft-top Defender 90 in its television ad during an episode of General Hospital, reported **Meryl Coratello**, Las Vegas, NV. **Francis Ferguson**, Pottstown, PA, and **Cindy Scott**, Prescott, AZ, saw the same ad. PBS's This Old House is indeed getting old, so **Steven Stabelli** and his kids were much relieved to find two Discoverys prominently in one episode. **Capt. Jeff Fisher**, Wilmington, NC, saw the Energizer commercial with the front end of a Defender lying in the bush. He admitted that "I had to put my hand over my heart – and demand the others in the room do the same."

Helps to be a Captain, doesn't it?

**Jeff Hurst**, Rutledge, TN, spotted a Land Rover in the latest Taco Bell ad. He admits that if it was on safari, so it doesn't qualify for a mug. **Tom Proctor**, Frenchtown, NJ, noted that the American Chopper guys visited England and took a ride on the Land Rover Experience in an LR3. **John**



**Haitcock**, Wingate, NC, watched Wheel of Fortune and found a Series Land Rover in the backdrop behind the contestants. He also wondered "why they were trying to give away a Jeep I don't know!"

Perking up the FX network show It's Always Sunny in Philadelphia, **Eric Papula**, Fairfax, VA noted, is the job of the lead character's Range Rover Classic. **Jay Beale**, Bryans Road, MD, watched an anchorwoman on WUSA in Washington, DC, trundle down a dirt road [she called it "mud"] in an LR3. **Joshua McGuoirk**, Philadelphia, PA, has kept Land Rovers in the mix with the addition of an LR3 to "Alias.". He also spotted a Discovery I in The Man, a Range Rover in Transporter 2 and Anger Management, and various Defenders in Lord of War.

**Thomas Emery**, Greencastle, IN, sent us a photo of his lovely daughter, Margaret, with her 1970 Series II-A 88". You'll be able to see the II-A in its new home in Alabama. You can see Margaret in commercials for Toyota, Best Buy and Sara Lee – she's the young blond. When the Wall St. Journal needed to report on insurance damages from Hurricane Katrina, they chose a photo of a squashed Discovery Series II, noted **Pat Harris**, Westport, CT and **Roger Hatfield**, Andover, KS. Still, the passenger compartment looked in reasonable shape considering what fell on the roof.

**Ann Riley**, Minneapolis, MN, found a photo of Jennifer Anniston draped across the bonnet of a Defender 90. Instead of one spare tire on the hood, you see significant portions of two. You can find the photo in the November, 2005 issue of Vanity Fair. You know about the Defender, but she looks good, too.



## Sightings Winners:

Pete Liggett  
Columbia, SC 29205

Corey Parker  
Los Angeles, CA 90066

Roger Hatfield  
Andover, KS 67002

Ann Riley  
Minneapolis, MN 55410

Joshua McGuoirk  
Philadelphia, PA 19119

Capt. Jeff Fisher  
Wilmington, NC 28412

Francis B. Ferguson  
Pottstown, PA 19464

Jay Beale  
Bryans Road, MD 20616

Rod Turnbull  
Niagara Falls, ON CANADA L2E3Y1

Eric Papula  
Fairfax Station, VA 22039

Steven Staheli  
Goshen, UT 84633

Meryl Coratello  
Las Vegas, NV 89128

Javier Velador  
Van Nuys, CA 91411

Robert Harder  
Eglin AFB, FL 32542-1665

Bud Lane  
Neosho, MO 64850

Robert Cullum  
Chapin, SC 29036

Scott Peterson  
Kennesaw, GA 30152



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The Blackout Kit, Bonnet Decal for the Discovery eliminates the glare that is usually reflected off the bonnet from the light projected from driving lamps. Increased visibility for the driver, this hood blackout kit is essential for driving safety. Land Rover decal and the American Flag decal are not included.

- PLH622 Blackout Kit Discovery II .....\$ 59.95
- PLH623 Blackout Kit Discovery I .....\$ 59.95



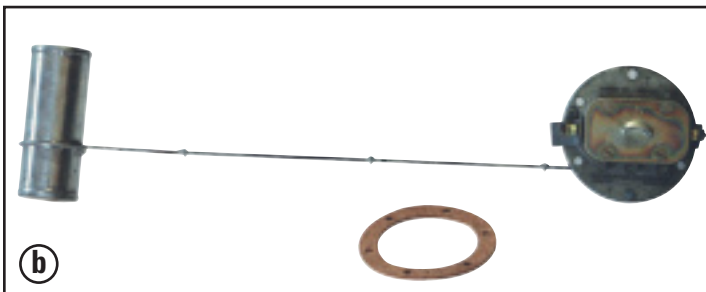
## (a) Speedometer

- PLE515 Speedometer 90, 110 Manual Trans .....\$ 199.00

## (b) Fuel Senders for side mount

### 88 & 109 Regular fuel tanks

- RNB362 Positive Earth with low fuel warning light .....\$ 129.95
- RNE494 Negative Earth, Genuine Petrol.....\$ 99.95
- PLE494 Negative Earth, ProLine Petrol.....\$ 69.95
- RNC751 Negative Earth with low fuel warning light.....\$ 49.95



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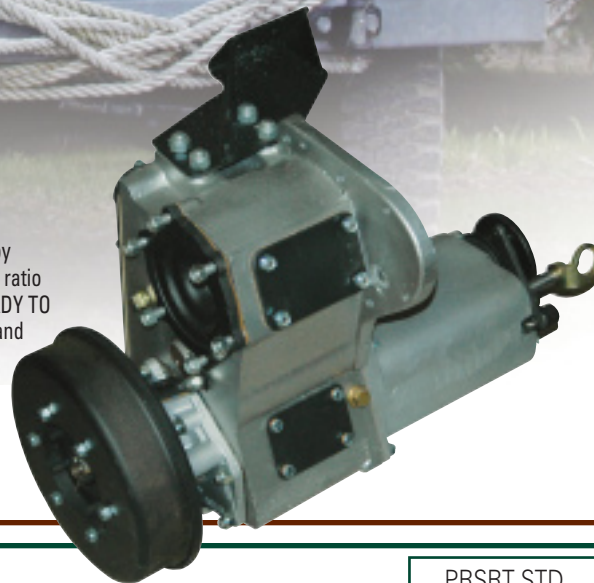


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