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The Rover-Lander

NEWSLETTER OF THE ROVER-LANDERS OF BRITISH COLUMBIA





The Rover-Lander

Newsletter of the Rover-Landers of British Columbia

Volume 2

Spring 1999

Number 6

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General Information

Thank you to all those who contributed to this newsletter. Please send us your articles and photographs to be published in the next edition. Send mail to 'Newsletter Editor' at the address below or email to <nandrews@sfu.ca>.

The Rover-Landers of BC

PO BOX 37102 North Vancouver BC, V7N 4M0

Special thanks goes to our advertisers who make the publication of this newsletter possible. Please show your support by visiting these companies.

The Rover-Landers of BC has an Internet home page. Visit our site at <<http://www.roverlanders.bc.ca>>.

Services provided by ICS (Imaginative Computer Solutions), North Vancouver.

Cover Picture

Contestant Howie Wong at the North West Challenge. (Photographer unknown)
See page 6 for story.

What's Inside

- 3 Comments From The President
- 3 Calendar of Land Rover Events
- 4 Internet Now
- 4 Mud Lake
- 5 Profile: Sean Keating
- 6 Low & Locked - North West Challenge
- 8 Founders' Day 1998
- 10 The Discovery Series II
- 12 Four Wheel Drive Association of BC
- 13 Land Rover Wedding
- 14 Current Events
- 15 Buy and Sell
- 16 Rover-Landers Merchandise



Comments From The President

Incorporation under the Societies Act of British Columbia

The Rover-Landers of BC are incorporated under the Societies Act of British Columbia as of December 16, 1998.

The Annual General Meeting

Attending members discussed events of the past year and put forth ideas for 1999 activities. The new executive was elected. These positions listed and defined below:

President: Don MacDonald, attends all general and executive meetings. Acts as club liaison. Oversees other directors and makes sure the general ongoing's of the club are carried out.

Vice-President 1: Gordon Rea, takes over in the Presidents absence. May be asked to perform other duties.

Vice-President 2: Mark Uncao, takes over in the Presidents absence. May be asked to perform other duties.

Treasurer: Chris Youngson, is responsible for the banking, books and financial records of the club. Also must prepare a financial statement for the AGM.

Membership Secretary: Neil Andrews, will be responsible for the club's membership database/list. Keeps up with members who need to renew their membership.

Secretary: Jeff London, attends all meetings and records all votes and minutes of all proceedings. Will hold all documents relating to the club. Organize mail-outs including notices of all meetings of the members and of the board of directors. May be asked to perform other duties.

Don MacDonald
February 3, 1999

Christmas Dinner 1998

Jeff London

Christmas dinner was held at Red Robin restaurant in Metrotown. Over thirty people attended and enjoyed the club's first Xmas Dinner. There were many prize draws and presents given away from Santa's bag. A special thanks goes out to those devoted members who traveled from the States and other equally distant places just to attend this event. This years Xmas dinner will be held at the same place on Wednesday the 15th of December 1999. ♦

Calendar of Land Rover Events

(more details in events mailout)

Rover-Landers Events

Rover Rally

Saturday April 10, 1999

On road rally, various tasks and checkpoints, scoring awarded. Dinner following event at location to be determine. More details soon.

Murray Lake

Late June - exact date to be announced

Weekend in BC's interior. Only 2.5 hours from Vancouver. Lots of roads to explore, beautiful scenery. Camping at Forest Service campsites.

Founders' Day 1999

Saturday November 27, 1999 - 6:00PM

Cloverdale Arena

This event is already booked. It's sure to be event bigger and better than the previous.

Other Land Rover Events

Vandusen ABFM

Saturday May 22, 1999

Vancouver's annual British car show in the Botanical gardens. More information <<http://www.direct.ca/driver>>

Moab Trip 99

May 22 or 23 - May 31, 1999

Mountain Rovers trip to Moab Utah. 2.5 to 3 days of off-roading. If interested contact Dave Tebbut (604) 820-8580 or Phil Armstrong at (604) 857-0097 or email Gord Land at <tri-land@uniserve.com> We are also looking for someone to video-tape the trip.

Rally In The Valley

July 1-4, 1999

Silver Star Mountain, Vernon BC

Email: <jskelton@junction.net>

Internet Now

Don MacDonald

Club member Gordon Ross and myself are now maintaining the Rover-Landers web page. The latest edition of the web page has an Adobe Acrobat Application form, which you can download. The old printout form is still available for those who don't have time to download Acrobat. Neil is working on putting the newsletters into Acrobat format for downloading.


The BCLandrover section of the page now has a webboard, thanks to Gordon and his Internet publishing company, OpenRoad Communications. The major advantage to the webboard is that people who don't want to be on the e-mail list can periodically stop by and read or post messages. There are four forums: General, Events, Classifieds and Technical.

<http://www.lrx.com>

Summary: The Land Rover Exchange is a US based web site where you can advertise anything Land Rover. The site is primarily used for the advertising of Land Rovers for sale all over the world. You may find the Land Rover you've been looking for there, but beware of the prices, as most are advertised in US dollars.

<http://bcoffroad.com/wisowl>

Summary: This is the web page of one of our advertisers, Wiseowl. They have monthly specials, a general parts catalogue/guide, used parts 4-sale, and Land Rovers 4-sale sections. Again, be aware that prices are quoted in US dollars. ♦



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Mud Lake

Murray Brown

Just when I thought the most difficult parts of the trip were behind us I suddenly saw a short section of mud that looked as if it was specifically meant for tipping Land Rovers. On the passenger side the slant quickly became a steep upward slope. On the driver's side there was a drop of a few feet into a beaver pond. Since the three other vehicles had crossed safely, I started to inch my way across. The passenger side rose dramatically. I looked out the driver's side window into the water. As the left front wheel dropped some more I was convinced a tip was starting. Finally, the vehicle began to level out. A few seconds later I eased my grip on the steering wheel. The obstacle was now safely behind me.

The trip had been organized as an end of summer event. There were four of us: Ray Wood in his 1992 Range Rover; Neil Podmore in his 1980 109 that he had recently brought from England; Peter Watson in his recently renovated 1961 Series II, and me in my 1965 Series IIA.



We started at D'Arcy. From there we traveled the old power line road high above the west side of Anderson Lake to Seton and Shalath. After that it was over the mountains to Carpenter Lake. At Moha we began following the Yalakom River northward.

Our first camp was at an old abandoned mining site. The most amazing aspect of the location was that the few cabins had not been vandalized. There was even some split firewood. Ray Wood had brought his portable shower, and actually used it. Better still, Peter produced the dinner wine. Finally, Neil camped in one of the cabins, and the next morning announced that it was mouse free.

The next day the route continued northward and upward where the views were spectacular. Then we dropped steeply to Mud Lake. There were three crossings of Churn Creek, but the water was only up to our axles. As a bonus, we also had a few sections of first gear low range climbing. Fortunately, the road was dry.

Our final camp was at the Forestry site on Tyaughton Lake.

Nothing broke. No one crashed into a tree. No fenders were dented. And we still had a great time! ♦

Profile: Sean Keating

Tom Hinkle

As a rule, it is a mistake to assume anything. Especially if the assumption says new Discovery drivers are new to Land Rovers. Sean Keating is a good example. In England Sean was a contract mechanic converting Range Rovers into tow trucks. “We bought up rolled Range Rovers, cut the top off and put a crane in the back. The Range Rover V-8 was more powerful than the Land Rover engine” and it made a good tow truck.

Then there was the time Sean converted Land Rovers to left-hand drive with BMC diesel engines for Italy. “In the mid 1970’s gas costs were high” says Sean, “our Land Rovers brought four times as much in Italy as they would in the UK”

Today he is pleased with his '96 Discovery. “Now I leave the toolbox at home. I like the old Series trucks but the Discovery is more reliable on a daily basis. With a 30-year-old vehicle either the gods or Lucas will get you, and my passengers don’t want a plastic sheet around their necks when it rains. When you’re young it’s a thrill to drive the Land Rover thinking ‘What is going to happen next?’ But I like the Discovery’s lack of surprises. The old Series trucks had gremlins built in. There’s a part number in the Series manual – see ‘gremlins’.”

Sean expects to see more Discovery’s driven by old Series owners since the price is dropping for used Discoverys and fuel consumption is comparable to the old Series Land Rovers. “It will soon be considered a collectable classic. Although Discovery has become Land Rover’s family car it is still a Land Rover and it can still DO IT;” another acceptance to the rule. ♦



Sean Keating and his 1996 Discovery

Date and place of birth: 1956 in London, England.

Earliest Land Rover memory: Buying my first one in 1972.

First Land Rover: 1965 Series IIA 109”, diesel, hard top. (The first of 16 Land Rovers.)

Most vivid Land Rover memory: Putting down the cheque for my Discovery.

Low & Locked

David Stone

The North West Challenge

Last issue I rambled on about taking your Land Rover into the backroads. A nice quiet drive in the country, easily managed with a stock Landie or two and a little recovery equipment. This issue I'll go to the other extreme, drawing on recent experience in the North West Challenge.

The North West Challenge is an annual torture test for Land Rovers and their crews. It is run over two days and this year the venue was some very rugged terrain near Fort Langley. Completion of the whole course required a combination of driving skill, serious recovery technique and a willingness to risk partial destruction of your truck. And I don't mean the sort of destruction you can polish out.

The Challenge is a team event, with a team consisting of two vehicles. Our team comprised Don MacDonald's Series IIA (crewed by team captain Don and I) and an ex-Camel Trophy 110 (crewed by Uli Schnur and Paul Clutton). We cobbled together a good assortment of recovery gear, including a hand operated portable winch with lots of cable. The 110 had a front mounted electric winch and both trucks were shod with BFG Mud Terrains. Neither truck had axle diff locks, and both had seen plenty of action in the past.

Most of the first day took place in pouring rain and fog. We started well and took all obstacles in our stride, with only the occasional head scratching session. We crawled up the hills, forded streams, drove along flooded pathways and squeezed around some wickedly tight corners. We walked both trucks down "The Waterfall", a series of steps and holes that really is a waterfall. Then we hit the bog hole and things got difficult.

Crossing the bog hole was easy, but previous teams had turned the exit into a huge wall of greasy mud. Most nearby winching anchors had been pulled out and we were running low on daylight. Things started to go bad before we made our first attempt. While we were discussing our approach, the IIA slipped its handbrake and rolled into the back of the 110. We separated the trucks and made a few fruitless attempts at the wall.

After much discussion we decided to hand winch the lighter IIA up the wall. It would have been way easier to use the 110's electric winch rigged with a pulley block to get the IIA out, but we couldn't find a suitable anchor. The 110 was just too heavy for the available winching points. A great deal of exercise was had by all over the next couple of hours. We were pretty much dead lifting the IIA up the wall and as I recall a good deal of swearing was involved.

It was pitch dark by the time we got around to the 110. One of the spectators told me about a large stump hidden in the bush a long way from the hole. He probably didn't think we'd be able to reach it, but we had a couple of 30 foot recovery straps, a 100 foot winch extension strap and a few other handy



Paul Clutton's 1991 ex-Camel 110

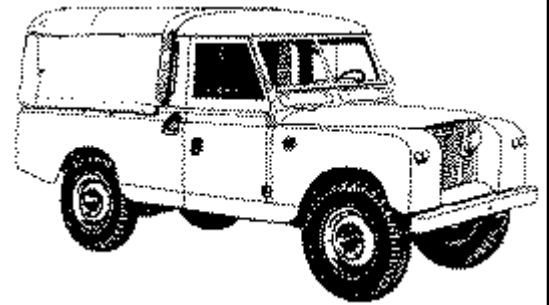
odds and ends. I found the stump, hooked everything up and it just reached. If only I'd found it 3 hours earlier! We slowly dragged the 110 out of the hole and began the long drive back to camp, dry clothes and beer.

The next day was a single route simply called "The Road". The name was kind of a cruel joke, as the route consisted of broken rock, deep mud, submerged logs, long stretches of water and some pretty interesting obstacles. At one point we had to figure out how to turn a 110 around in its own length. We



Don MacDonald's 1966 SIIA 88

I didn't get to drive on the event – but then again, I can't complain as I didn't bring a truck. Instead I had a great time running around with cables and strops, scouting terrain, taking the odd photo and swimming in mud and streams. The organisers put on a tremendous event for anyone wanting to push their machine to the limit. I'd do it again next weekend. ♦



managed by pulling the front end one way with the electric winch and the back end the other way with the hand winch. We got through eventually, but we spent some money in the process. The front diff on the 110 acquired more holes than a tea strainer, the sills and front fenders were bent and the winch assembly worked dangerously loose. The IIA broke a rear axle, badly damaged the frame and had most of its body work reshaped to some degree. We were all a little tired by the time we finished, again in darkness.

Overall, the event was a fantastic experience. My only disappointment was that some spectators and crews insisted on "helping" others, at times in a fairly forceful manner. This just shouldn't happen. No doubt some were trying to be helpful, but others were simply keen to demonstrate their supposedly superior grasp of the situation to those present. Suffice to say that unless you're a marshall or your opinion is requested by the crew in question, stay out of it.

We didn't get to see a lot of the other crews in action, but what we did see was quality stuff. The V8 90's, especially those fitted with lockers, were a sight to behold. And I'd have to take my hat off to Doug Shipman. I only saw him drive one obstacle, but he just idled up it, with no lockers, like it wasn't there.

A few expensive, well chosen accessories came in very handy for those that had them. Axle diff locks gave an immediate advantage in a lot of situations, especially on the really slippery, twisty stuff. I didn't see anyone using snow chains in the deep muddy stuff, but I would have loved to give a set a try. I could go on about better suspension, more power and so on, but you've got to stop spending and start having fun at some point. And we had a lot of fun.



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Founders' Day 1998

Jeff London

This annual event was delayed from Fall 1998 until January 9th of this year and capped Land Rover's 50th anniversary activities in British Columbia. Over 50 Land Rovers and 120 people attended the event at the Cloverdale Rodeo Agroplex arena, well exceeding previous Founders' Day events. Most of the trucks on display were Series Land Rovers, but a variety of Discoverys, Range Rovers, and a few Defenders were also in attendance. The two trucks that really stole the show were

the British army crashed Defender 110's that arrived on a flatbed straight from the Alberta surplus auction.

Thanks to the executive for their hard work and to commercial supporters for their generous contributions; some donated Land Rover goods worth as much as \$300. A total of about \$1200 in prizes were given away. Other special thanks



John Parsons goes coil spring



Bill Lang back on the road with his 1962

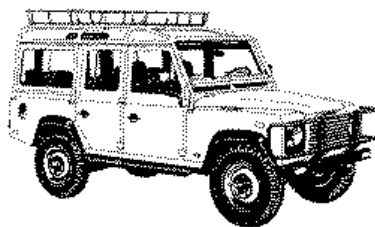


goes to the members of the Bluegrass Band “Roundhouse” who donated their time to entertain us throughout the evening.

The event was also a great start for 1999 club activities. Let’s see an even greater show of trucks at the next Founders’ Day on November 27 to mark the 15th anniversary of the Rover-Landers of BC. Cloverdale is the new home of the Founders’ Day and is already booked for this date. ♦



SI 88”



The trailered Defender 110’s



The Bluegrass Band “Roundhouse”

The Discovery Series II

Tom Hinkle

The new 1999 Discovery, dubbed the Series II, is bigger. It is longer by six inches and wider by four inches. The windshield is taller. Tires are wider. The 4L V-8 engine has been revised for more power and torque. The transmission is new but keeps the high-low range transfer box. An altered crossmember improves gearbox serviceability. Also new are Electronic Brake Distribution, Traction Control and Hill De-

scent Control systems. Active Cornering Enhancement (ACE) is available to assist the anti-sway bars.

Two fold-down forward-facing seats in the cargo area have unattached head rests that hinge down from the headliner. Folded up against the sides, the seats reduce the old cargo space width by four inches.

There are subtle changes in appearance. The front end has a new grill surround and slightly reshaped lights. The "eyebrows" over the wheels are now of a black flexible material. Rubber seals around the alpine and rear side windows are gone. New door handles are

long and thin. Rear lights have been raised. The word for the new Series II look is sleek.

With these changes and additions, plus others not mentioned here, the Discovery promises to be an improvement on



the previous model (which in Land Rover tradition will probably soon be called the Series I). Good

thing too, since customers complained of annoying problems in earlier Discoverys. Twenty-five thousand units were recalled in the UK because of poor door fit. Word spread of a leaky, squeaky vehicle with an anti-sway bar that didn't match the



hype. Sales at one dealership dropped from 33 a month to five. A bad reputation is hard to overcome in the auto industry; witness Hyundai and Audi.

Clearly Land Rover has addressed the problems. Hopefully others have not been created. For example, doors now close with a "clang" instead of the old "clunk". This less-than-solid sound means cheaper quality to some folks. Success of the Discovery Series II will be determined in the next year or so. ♦



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Four Wheel Drive Association of BC

Traci Deman

What does the Four Wheel Drive Association of British Columbia do for our sport?

When officially formed in 1975, the Four Wheel Drive Association of British Columbia was mainly involved with off-road racing. The members wrote the three Objectives of the 4WDABC in the books over twenty years ago:

1. To promote the sport and pastime of four wheel drive motoring in all its phases.
2. To promote and maintain the natural ecology of our environment.
3. To promote multiple land use and reasonable access to backcountry and wild lands for four wheeling and other endeavors.

Over the years we have kept these objectives, but some of the goals of the Association members have evolved. Although quite a few members still participate in competitive events, much of our current membership consists of recreational four wheelers who prefer a more casual back country experience, and therefore, much of the 4WDABC's work now centers around "land use."

Over the past few years, Association members have become more active in discussions and government processes that have resulted in maintained or increased access by the public to public land. Recently, the 4WDABC has been specifically involved in discussions regarding the South Chilcotin Sub-regional Plan, the Lillooet Land Resource Management Plan and the Bridal Falls Access Management Plan. While at times we have been noticeably unsuccessful, for example with regard to Norrish Creek Watershed / Dickson Lake and Blue Mountain, our members are becoming more and more recognized as an important public land user. In fact, we have recently been requested by the consultant to comment on a proposed deactivation in the Statlu Watershed before the access management plan has even been drafted.

As you may know, the members of the Four Wheel Drive Association of British Columbia spearheaded the reopening of the Clear Creek Forest Service Road to vehicular traffic. Finally, after a four-year closure by the Ministry of Forests at the request of the Department of Fisheries and Oceans, legal access along the trail to the hot springs and cabin is possible.

As with all things, time and effort is required. The volunteers of the 4WDABC are always looking for assistance from other four wheelers in the ongoing battle to retain four wheel drive trails. The more members speaking and fighting for a

common cause, the more trails we can retain or reopen.

We look to all responsible four wheelers to play a part in their respective areas. There are many groups throughout the province, and in fact throughout Canada and the USA, that are interacting with the 4WDABC and our provincial government on behalf of our four wheeling community. We look forward to continued sharing of information with these groups and all four wheelers working together to promote our sport.

Please feel free to contact the Four Wheel Drive Association of British Columbia.

Snail Mail: PO Box 284, Surrey BC V3T 4W8
 Telephone: 604-878-8444
 E-mail: 4wdabc@off-road.com
 URL: <http://www.off-road.com/~4wdabc>

You can also visit our quarterly newsletter, *The Backroader* at
 URL: <http://www.off-road.com/~backrder>
 E-mail: backroader@hotmail.com

Ed: The Rover-Landers of BC is not at this point a member club of the 4X4ABC. We do encourage our club members to join as individuals as land use issues are important to us as backroad users. ♦

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Land Rover Wedding

Denise & Chris Jones

While a young gal through my early teens, we always had a Land Rover in the family. I hunted, fly-fished and had a lot of off-road adventures with my Dad. There were the ordinary family picnics as well as the trips where he had friends bailing out of the vehicle, telling him “You can’t go there!”. So I’d sit beside him and watch him while he took us “there”. It made for a wonderfully adventurous childhood.

So it was perfect to have a Land Rover at my wedding, for the beginning of another adventure, that one they call marriage. Like having my Dad take me “there” one more time.

Thanks guys!

Ed: Club member Torr Brown recently helped out this newlywed couple by supplying his 1971 SIIA 109” Land Rover as Limousine on their wedding day. Best of luck Denise & Chris! ♦



Denise and Chris Jones on their Wedding Day

Another Land Rover Wedding



Denise on one of her “outings” as a child.



Rover-Lander member Jennifer MacDonald and husband Adam Wood get a ride in the family Land Rover on their wedding day. August 22, 1998, Saltspring Island.

Current Events

Neil Andrews

Some of you may have noticed some Land Rovers on the news recently. The most prominent were those leading the funeral procession of King Hussein in Amman, Jordan on Monday, February 8.

The Land Rover carrying the body of King Hussein appears to be a beige Defender 110. It is flanked by five red Defender 90's featuring an interesting split front windshield to make room for the machine gun mounted on the passenger side. Several more white Defenders are visible in the rear of the entourage. ♦



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Series III 2.25 L engine. \$250

Series II 2.25 L engine block and crank. Acid-dipped, clean as a whistle. \$80

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Buy and Sell adds are free for club members. Non-members will be charged \$2 for each ad within 20 words. To place an ad, contact Neil Andrews at (604) 985-4207 or email neil@roverlanders.bc.ca.



Club Items



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Rover-Landers Calendar

Send us a photo of your Land Rover in action. Best entries will go into a Rover-Landers calendar. Send entries to "Calendar Entry" (see front cover for address).

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