

This is the first Rover Owners' Association Newsletter. As such it should be considered as the tentative format for the future publication of the Association. The main goal of this edition is to recruit membership and thereby bring formally into existence the North American branch of the Rover Owners' Association. As a result, perhaps the most important section of this Newsletter appears at the very end: An application form for joining the Association.

The Rover Owners' Association is primarily an association of clubs run by Rover and Land-Rover owners in England and Australia. To date, there has been no branch in the United States or on the continent of North America. The Headquarter Club of the Association is located at the Rover Company Limited in England. We were informed by Mr. B.J. Sperring, the Honorary Secretary of the Headquarter Club, that a North American branch of the Association could be formed with a minimum of ten interested parties who would accept and adopt the model rules of the Headquarter Club.

Briefly, these rules are as follow:

Title: The Rover Owners' Association of North America

Objects: (in connection with Rover vehicles and for the benefit of the members)

- a) To further interest in motoring.
- b) To provide members with assistance, advice, and information on matters connected with motoring, and the care and maintenance of their Rover vehicles.
- c) To afford members such benefits and priveleges as it may be possible to arrange.
- d) To recruit and enroll other Rover and Land-Rover owners as members.

Affiliation: The Club shall be affiliated to the Headquarter Club and bound by the rules of the Association.

Dues: The Club shall be a non-profit organization. Dues to the Club shall include a subscription to the Club's Newsletter. The Newsletter shall be published bi-monthly unless decided otherwise by the membership. Each member shall receive a subscription to the Newsletter after payment of his yearly dues, which shall be due each July. The initial dues shall be \$7.00 and the dues for each year thereafter shall be \$5.00 per annum.

The remainder of the Headquarter Club's model rules pertain specifically to the guidelines for clun meetings, voting, etc. For the most part these rules do not have bearing on the requirements of this Club, and they shall be considered to be a part of this Club's rules only when a necessity for them is demonstrated.

The Newsletter itself is intended to be the meeting place for interested Rover and Land-Rover owners so that the spirit of ownership may be fostered and the members might be able to exchange ideas, problems, parts, etc. with one another. Since the Newsletter does function then in this all-important role it cannot be emphasized enough that the participation of the membership is fundamental to its, as well as the Club's, success.

In addition to the costs of publication of the Newsletter and mailing costs the yearly dues will also include a Rover Owners' Association window sticker of fine quality, a supply of club calling cards for each member, and whatever other incidentals might be required in the operation of the Club. Additionally, we would like to mention that there are also available at the very reasonable cost of \$3.60 a very, very high quality Rover Owners' Association badge which can be mounted on the grill or trunk of the car.

New Transmission for the Rover 2000 and 3500 series: There is now a new manual transmission being offered on the 3500 series Rover. It is a stronger unit than the 2000 series transmission (not that the 2000 gearbox wasn't strong enough) and was especially developed for the extra power and torque of the V-8 engine. It is our understanding that it will be used on the 2000 series Rovers as well to replace the one that they had been using. Rather than having the shift lever mounted on the gearbox tunnel as on the previous 2000's, the linkage will be mounted on the gearbox itself. This should prevent future linkage maladjustment problems that have been directly attributable to the gear lever being fixed to the gearbox tunnel and the engine/transmission assembly flexibly mounted. Additionally, it is quite possible that the Rover 3500 with manual transmission may be imported into the U.S. although Rover has no definite plans at the present.

Transmission problems on the 2000 series Rover: Some of the most common problems with regard to the Rover 2000 transmission will follow. However, this unit in general is quite a well-designed unit and as far as we know very few owners actually had problems with the gearbox itself, but rather with the linkage or clutch.

The first problems we'll deal with center around the shifting linkage. They are generally caused by a maladjusted engine/transmission assembly. The vertically-mounted front engine tie-bar is a very important item despite its small size. Additionally, the rear spring support and adjustment screw at the back of the transmission is also important. The proper adjustment of these two items allows for the proper parallel adjustment of the engine/transmission assembly. Too much one way or the other will create a strain on the shift linkage since it will be out of parallel with the engine/transmission assembly. Also, the proper side-to-side balance of the engine/transmission assembly is equally important.

Wear takes place in the gear lever assembly as well. At the very bottom of the gear lever, where the gear lever fits into the bush at the very end of the gear lever selector shaft, the gear lever is coated with a neoprene plastic covering. This allows a snug, non-lubricated contact with minimal friction. Also, but not usually as common as the former, is wear on the neoprene plastic spherical seat in which the gear lever is supported on the transmission tunnel. The neoprene currently being used on these parts by Rover does appear to be an improvement in their overall quality as compared to the previous material. The proper adjustment of the selector lever on the gear change shaft is also very critical. In the factory workshop manual a special tool is listed for establishing the correct relationship. Rover considers the tool "advantageous" when they should more realistically consider it "essential".

Another even more common problem on the Rover 2000's regarding smooth shifting is the clutch. Often, one encounters Rovers with a "stiffness" in engaging first gear and a decided grinding when engaging reverse gear. This is due to a dragging clutch in 95% of the cases. We have had several opinions on the nature of the problem from people in the Rover service area and will report in the next issue on our own solutions to this problem.

Range Rover: The new addition to the Rover line, the Range Rover, is not expected in the U.S. for at least another year, if ever. Presently, the smog and safety regulations, combined with a strong demand for the vehicle in other markets, are preventing it from being imported. We would guess that the retail price on this vehicle delivered to the U.S. would be around \$7000 to \$7500.

Half-shaft universal joint problems on the 2000 series Rover: The main problem that one encounters with the u-joints used by Rover on the 2000 series half-shafts is the drying-up of the grease in the u-joint. These units as they came equipped on the car were supposedly sealed for life and should not require any replacement in the normal life of the car. However, this turned out not to be the case. Had these units been fitted with grease fittings they could have been greased as a part of the normal maintenance of the car and would almost certainly have exceeded the life of the car itself.

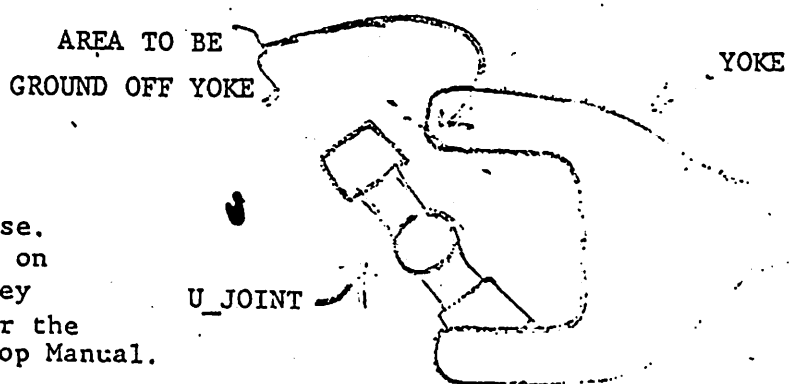
These u-joints were of British manufacture and provide an interesting case of false economy (at least, if one does not assume a devious conspiracy on the part of the manufacturer to sell more u-joints). First, this becomes another of the many and costly (to all concerned: owner, dealer, and Rover themselves ultimately) defects of the 2000 series Rover. Additionally, even though the u-joint had no grease fitting it does have provision in the casting to accept a tapped hole and its grease fitting. So they had at least considered the importance of it! As a matter of fact, some of the later model 2000's were equipped with an "improved" model of this u-joint, manufactured by the same manufacturer, which had a tapped hole actually in the casting and this, in turn, was fitted with a blank plug. Now, why go to all of this extra trouble and still provide no grease fitting? Certainly, the cost differential at this point could not have been that great, particularly since they had done everything short of actually putting the grease fitting on.

In any case, as to the repair and/or maintenance of these u-joints: If you are blessed with the latter type of u-joint all that is required for normal maintenance (if the unit has not already dried-out) is to screw out the plug which presently fills the space where a grease fitting should be, take the plug down to your local hardware or auto store, show the shopkeeper the size of fitting needed, and pick-up several grease fittings with which to replace the other plugs on the u-joints.

If your u-joint has already gone then you should replace it with the following U.S.-made product which interchanges with the far inferior British product: You can ask for NEAPCO u-joint #28053X, WESCO #N1578R, or any other U.S. u-joint which interchanges with these numbers, such as the Borg-Warner line, etc. If you can give your parts dealer either of these above-mentioned part numbers he can find the appropriate u-joint in the line that he carries.

Two points need to be kept in mind when installing these units, however. First, take note of the position of the u-joint before you remove it from its yoke on the half-shaft. Replace it with your new one in exactly the same position. You will find that in order to allow sufficient room for the new u-joint's grease fitting you will have to keep the side of the u-joint with the grease fitting pointing away from the differential side and the wheel bearing/hub side of the half-shaft, respectively. Secondly, a small amount of metal will have to be filed or ground off of the edge of the yoke onto which you are going to install the U.S.-made u-joints. A diagram showing the area to be ground follows:

This area is only ground off of the yoke in order to allow the u-joint to be fitted since the shoulder of the u-joint is somewhat heavier than its British-made counterpart. In all other respects the fit is the same as the British unit. Of course, in order to perform this operation on the half-shaft and hub assembly they must be removed from the car as per the instructions in the Factory Workshop Manual.



Here is an oil filter cross-reference chart for Rover and Land-Rover owners:

Land-Rover

w/gas engines, 1958 - 1963
up to chassis #25143369C
w/diesel engines, 1961 - 1963
up to chassis #27108243D

AC filter # FF-50
Baldwin filter # P-219
Fram filter # CH-822PL
Hastings filter # P-191
Purolator filter # MF-150A

Rover 2000 series, all models
(SC, TC, Automatics)

AC Filter # SC, PF-2, PF-19
Atlas filter #F-10
Autolite filter # FL-1
Baldwin filter # B-1, V-1-F, B-253
Fram filter # PH-8, PH-8A
Hastings filter # P-115, 115
Lee filter # LF-1
NAPA filter # 1015
Purolator filter # PER-1
Shell filter # S-1, S-1-S
Texaco filter # T-1, T-1-F
Walker filter # WD-96
Wix filter # PC-15-P

Rover 110, 3-litre, Mk.I, Mk.II, Mk.III, coupes and saloons (1959 - 1967)

AC filter # FF-24
Baldwin filter # P-188
Fram filter # CH-853PL
Hastings filter # P-189

Land-Rover

w/gas engines, 1963 - on
from chassis #25141089C
w/diesel engines, 1963 - on
from chassis #27108243D

AC filter # 34B
Baldwin filter # P-241
Fram filter # CH-801BPL
Hastings filter # P-171
Purolator filter # P-19L, P-20L
MF-26D, CE213-A/112

Rover 3500 series, all models

(3500, 3500S, Three Thousand Five)
AC filter # PF-31
Atlas filter # G-65-A
Autolite filter # FL-2
Baldwin filter # B-9, V-9-A
Fram filter # PH-10, PH-11
Hastings filter # P-212, 212
NAPA filter # 1055
Purolator filter # PER-5
Shell filter # S-2
Texaco filter # T-2
Wix filter # PC-55, PC-55-P

NAPA filter # 1315
Purolator filter # MF-141-A
Wix filter # P-188

British-Leyland Modernisation to Cost Rover Owners Difficulties: A step by British-Leyland to modernise parts and service will cause some difficulties for private owners who maintain their cars. According to officials at British-Leyland, the new policy will cause all future parts catalogs for Leyland products to be put on micro-film; in addition, the factory shop manuals are to be presented in the same manner. This entails the purchase of special viewing equipment on the part of the dealers. This equipment is said to cost several hundred dollars. Obviously, a dealer is the only one able to afford this cost. It is also our understanding that there will be no more Rover 2000 and 3500 shop manuals printed in the more normal manner. While the Autobook series is quite good it hardly equals the factory manuals for depth and detail (it is actually condensed from the factory manual). If any Rover owner sells his car and would like to sell his manual or if any Rover owner is in need of a manual please let the Association know so that we might advertise that fact. Who knows, in the future we may have to reproduce our own manual.

Two common steering ailments: One fairly common steering ailment which is rather easily correctable is simply an annoying noise. This noise is a metal-to-metal rubbing noise which occurs most often when the steering wheel is being turned from lock-to-lock when the car is either standing still or moving very slowly, such as when one is parking in a tight parallel parking spot. This noise can be eliminated by simply tightening the four nuts and bolts which fix the steering idler damper to its mounting bracket. Another easily correctable problem is that of excess steering play. This can be remedied by the adjusting nut atop the steering gearbox itself. This nut is designed for such an adjustment and one simply follows the directions in the Workshop Manual.

A Weber-carburetted TC: For those 2000TC owners with time on their hands and adventure in their spirit they might consider scrapping the SU's on their TC and installing a set of Weber carburetors. As you might already know there was a small amount of development work carried out on this before the TC was introduced in 1966. The factory experimented with Weber carburetors on cars which had the standard TC camshaft as well as one with a modified camshaft. The factory informs us that the Webers didn't increase the maximum horsepower significantly although they did improve the middle-range performance. In questioning the factory regarding the recommended specifications for such a set-up they indicated that it would be best to retain the stock TC camshaft. Mr. E.W. Wright, the Executive Engineer for Engines and Transmissions at Rover, specified the following data for anyone considering such a conversion:

Weber carburetors with TC camshaft:

Type: -45DCOE 9

Choke size: -40mm

Main jet: - 185

Air jet: -210

Emulsion Tube: - F.11

Auxiliary venturi: - 3.5

Pilot slow running jet: - 60 F2

Pump accelerator: - 50

Float chamber needle and seating: - 200 spring type

Float level setting: - 5.0mm

The carburetors were connected to the cylinder head via 4 short pipes mounted flexibly onto a manifold. An air plenum chamber without air filter was used by the factory, although it seems that ram tubes or the small air cleaners specifically designed for Webers could be used without difficulty. If anyone decides to try this out, please let us know.

Once more we would like to emphasize that the quality and practicality of what will appear on these pages in the future depends upon your support, queries, problems, discussions, comments, etc. Certainly, we are interested in any Rover model, and please feel free to make whatever suggestions that you might regarding the format.

Additionally, we would like to indicate that if the budget allows and the members feel similarly we would have this Newsletter printed-up by a professional. However, this depends mostly upon your needs and wishes. If anyone else wants to take a more active part in the publication of this Newsletter or has any particular talents that would prove useful please advise us of that fact. In closing, we would like to urge anyone that is interested in joining to reply as soon as possible so that the operation can be set into motion.

Thank you.