ROVER OWNERS'
ASSOCIATION
OF NORTH AMERICA

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This edition marks the second Association Newsletter and the first Newsletter of the Association as a formally organised entity. The reason for the delay between the first Newsletter and this one lies in the following facts: It was necessary that the interest and response of those solicited for membership was proved. Secondly, there were some administrative matters, such as the design of the Newsletter, the proper establishment of a non-profit corporation, and other such time-consuming matters. As indicated in our first Newsletter, we intend to publish six Newsletters per year and will make every possible effort to maintain that schedule.

We would like to acknowledge the designer of the Newsletter's masthead: fellow-member Yale Rachlin, who offered his designing talents to the Association gratus. Yale is presently working on the membership card design, and these should be ready and printed for distribution to the membership by the time of the next Newsletter, if not before. Enclosed with this Newsletter you will find the Rover Owners' Association window sticker. For those members who enclosed the additional $3.60 for the metal badge of similar design we would like to indicate that the initial checks for membership dues have not yet been cashed since the Association's bank account is just in the process of being arranged with the incorporation papers. We would also like to mention that the Headquarter Club has two types: the only difference is that one has a sligtly angled stem which would make it more suitable for use with a badge bar. It is our opinion that the completely round badge with the mountings that pass through on either side is more adequate for the majority of the membership. This type, for example, could be either mounted in the front grille or on the trunk deck lid. We will supply the latter type unless otherwise specified.

As a matter of practice we will list on the last page of each Newsletter the names of any new members. In this issue the listing is comprehensive of the entire membership to date. It is also important to mention that any correspondance regarding the Association be addressed to C. Brian Kapalin care of the above-mentioned address. Even more importantly, we would like to receive correspondence from time to time since we would like to be as responsive as possible to the membership's needs and also for the basic reason that we do need copy.

In the next issue of the Newsletter we intend to cover one of the more common and annoying problems of the 2000 series Rovers: the dragging clutch, its causes and remedies. Most of the specific Rover problems that we will be dealing with regard the 2000 series since it is the most common car of the membership. Owners of other Rover models are invited, however, to direct their particular problems, insights, remedies to the Newsletter.

New Book: The Rover. There is a new book on the market of particular interest to Rover owners and enthusiasts. Aptly enough, it is titled, The Rover, and it is written by George Oliver. The publishers are Cassell, the book is 220 pages long, and the price is $12.95. The story begins with the Starleys and the cycles, tricylcles, and variants of self-propelled vehicles associated with the company from 1870 onwards to the present day and the 3500S Rover. At the end of the book there are eighteen pages devoted to tabulated data covering the specifications of the entire range of the Rover models. Additionally, there are 24 pages of half-tone illustrations covering almost seventy separate items. This book is certainly the definitive work on the topic.

A Short Rover Bibliography:

The Rover, by George Oliver	$12.95 List
Rover Memories: An Illustrated Survey of the Rover, by Hough and Frostick	$ 4.95 List
Rover, by John H. Fielder (paperback)	$ 1.00 List
Style Auto, [illegible] 19 (24 page article on 2000 Rover)	$ 7.50 hardcover; $6.00 softcover

(with sufficient quantities the Association can get a 10% discount on the above)

Autobook series of Workshop Manuals for the follwing models:

Model 60-100
3-litre
2000 series
3500 and 3500S
Land-Rover, series 1, 2 (1948-1961)
Land-Rover, series 2, 2A (1959-1970)

(List prices of the above Autobook volumes are $8.95 - available at $7.50 from member C. Brian Kapalin)

Also, C. Brian Kapalin will attempt to locate good, second-hand Factory Workshop Manuals for owners in need of them. Any owner or member that has any manuals, parts, or cars for sale should indicate such to the Association and the terms of sale and we will include this information in the Newsletter.

Rust Problems on the 2000 series Rover:

One of the almost exclusive areas that one encounters rust on the 2000 series Rover (and one might well expect the 3500 series Rover in time) is at the lower rear portion of the front fenders just below the side trim and model markings. Many owners have only discovered this after spots have already appeared on the surface of the metal. At this point, the only remedy is to take the fender off the car and conduct extensive repairs with fiberglass. The cause of this situation is a fender stiffener which runs in a horizontal plane from the rear of the fender wheel arch to the end of the fender by the door. This stiffener sits about 1/16" or less away from the underside of the fender itself and the area is initially protected when the underside of the fender is undercoated at the factory. However, in climates where there is any appreciable amount of seasonal snow and the respective salting of the road this undercoating doesn't provide a permanent protection. Since the stiffener is a separate piece of metal which is spot-welded onto the fender there is space for moisture to penetrate. And, this section being directly to the rear of the front wheels allows wet earth, leaves, etc. to accumulate in the vicinity, thus keeping the area almost always damp. The fender starts rusting between this stiffener and the fender and in time works itself through the fender to the outside. It can be seen, then, that this area rusts through entirely, although initially only most severly in dime size spots. The only manner of avoiding this is to remove the fender, remove this stiffener by cutting it off, and by then cleaning the fender metal and using fiberglass cloth as a stiffener.

Rover Production: Although Rover has decided not to pursue the American market with their 2000 and 3500 series they appear to have been doing well with these models elsewhere. Apart from the added expense required by the factory to keep new models in line with the ever increasingly more stingent smog and safety regulations there are the following, equally important considerations: Rover only sold some 1500 2000 and 3500 series cars during 1971 (the reasons for this may be known to us all and we will attempt to have fuller discussion of this in a future Newsletter) and there is considerable demand for these models in other markets. As a matter of fact, Rover has for many years not been able to meet the demand for the 2000 and 3500 models. At the present time the factory claims to be increasing production to record levels: 1000 cars per week, which is twice as high as that envisaged when the 2000 was launched nearly ten years ago. Last year Rover built 34,000 of the 2000/3500 models - only 1000 higher than the 1970 level. Now, with a three year pay and productivity deal signed, Rover expects to come closer to its targets. The waiting list for the 2000 models is now quite short, but the introduction of the 3500S has produced a new supply problem and customers are having to wait from four to six months.

Land-Rover Production: A total of 43,045 Land-Rovers were exported from Britain in 1971. This represents a 12% increase over 1970 and comprises over one fifth of all UK commercial vehicle exports and 76% of total Land-Rover production. In addition to the main UK assembly plant there are assembly plants in over 23 overseas countries, which assemble Land-Rovers from CKD (completely knocked down) packs to meet local requirements. The leading world markets for the UK produced Land-Rovers during 1971 were: South Africa, Australia, Zambia, Iran, Tanzania, Nigeria, Malaysia, New Zealand, and Switzerland. There were no figures on the number of Land-Rovers imported to the U.S. at that time, although it couldn't have been much since the smaller, 88 model was not on the market because it was being re-designed to meet U.S. smog and safety requirements. There is no doubt that other four-wheel drive vehicles are becoming more and more of a threat to the Land-Rover both here and abroad, price-wise at least.

Range Rover: There was a good-size response from members about the Range Rover which was mentioned in the previous Association Newsletter. As a result, here are some more details. In size the Range Rover falls between the well-known Land-Rover 88 and the 109 although it is much more modern in body style and conception. The body is similar in line to the Ford Bronco, but is in no sense derivative and is distinctly a Rover; its styling is simply more contemporary. It uses a welded box-section chassis frame and steel base unit similar to the Land Rover and most exterior body panels are aluminum. The suspension is mounted in coil springs all around and the rear suspension incorporates a Boge Hydromat self-energising ride-level unit to ensure that the vehicle maintains a level aspect under varying body loadings and trailor weights. The powerplant is the same all-aluminum V-8 used on the 3500 and 3.5 litre cars which drives this 3800lb. vehicle at the following speeds: acceleration 0-50mph at fractionally over 11 seconds with a maximum speed of 95mph and a cruising speed of 70mph. The transmission is an all-new four speed, all synchromesh unit coupled with a high and low ratio transfer box which allows a choice of eight foward speeds and two reverse speeds with a range of overall ratios between 47.83 in low ratio first gear to 4.16 in high ratio top gear. Aside from the two driving wheel differential units there is a third differential connected between the front and rear axles to obviate transmission windup and other problems associated with four-wheel drive operation at high speeds. The four-wheel drive is engaged at all times. A lock-up device on this third differential can make this differential inoperative when maximum traction is required on both axles for severe cross-country work. There are disc brakes on all four wheels, servo assisted to bring the car to a halt and a drum-type handbrake mounted on the transfer box to keep it there once halted.

Range Rover Continued: By the time that you read this two Range Rovers will have completed a Trans-American journey from the tip of South America to the North Pole. Maybe we'll see this over here yet.

Rover Durability: Despite the many problem areas that there have no doubt been on the 2000 series Rover the car is typically sound. This writer was quite suprised when after a blown head gasket necessitated the removal of the cylinder head to find the valves in such excellent shape after some 60,000 or more (since the car was second-hand and the odometers on these cars have been known to break) miles. Although there was some problem of exhaust valves burning [illegible] very early 2000's this was soon rectified by using Stellite-faced valves and [illegible] problem on the TC's as far as we know. The Nimonic exhaust valves on the 90 should go on forever with any care at all (meaning a valve-[illegible]). We were even more impressed to find after this mileage a cylinder bore wear of .0003" and piston wear of .0005" also. Bore taper, and bearing wear was likewise almost non-existent. While the engine may never equal the 180,000 miles without ever having the head removed that one owner we know has claimed for his Rover 90 it certainly is reassuring to find such an indication. However, where a car has been poorly treated we have seen some even more amazing things: On a friend's Rover 2000 Automatic that we had [illegible] found the pistons virtually swimming around in the bores. Apparently [illegible] had overheated on numerous occasions in the past (something apparently much more common with the Automatics) and the pistons had "collapsed". There was about .007" collapse of the pistons and several thousands of an inch bore wear resulting. If not corrected within a reasonable period of time it appears that the piston pin bushes wear much more rapidly often resulting in the throwing of a rod. But, the owner of this car found that, when coupled with this serious engine problem and the automatic transmission, the car was much more peppy than his 1970 Volvo Automatic with 24,000 miles. Another experience [illegible] car was also related to us: When the car was first purchased from an American car dealer second hand it was quite difficult to start. It was of course a rather cold winter day, but still the car's reluctance to start wasn't easily diagnosed. We drove the car home and a few days later decided to rebuild the SU carburettor. After taking the filter housing off we found no air filter in evidence and the rubber gaskets that normally hold the filter in place were in the carburettor. Both gaskets had been "sucked" towards the inlet manifold and were lying completely across the mixture chamber thus holding the piston in a raised position and running this way for goodness-knows-how-long. Imagine stuffing a more "modern" carburettor with a thick rubber gasket or two and having the car run. It's no wonder that the previous owner of this car apparently had problems with it. This is the kind of home mechanics (if it was that, in fact) that are not encouraged. Of course, this is not to say that the Rover has not caused problems for the home mechanic and professional mechanic alike. There are many problems that are peculiarly "Rover" in nature (such as, the location, fitting, and basic concept of many items that often defies understanding), but we hope to dwell on these things in future publications in order to suggest remedies and/or easier ways of dealing with a given problem. In the next issue we hope to devote some space to the noted dragging clutch problem encountered on the 2000 series Rover.

Rover 3500S with Manual Transmission Road Tested in Motor Sport. Motor Sport found the 3500S as equipped with manual gearbox to be basically a sound and comfortable car. They found the transmission (with finned casing, increased oil capacity, a layshaft-driven pump to lubricate the mainshaft gears and bearings, shot-peened gear teeth, transmission-mounted lever, etc,) to be an improvement over the 2000. The performance, of course, was improved over the 3500 Automatic with 0-60mph in 9.3 seconds and 122mph top speed. But they most definitely disapproved of the vinyl seats as opposed to the leather which is optional, the new hood with fake power bulges, the plastic, nest-of-boxes grille, and other shabby, garish pieces of trim. With the basic styling changes we would agree; the Rover 2000 was truly in the best of form as originally introduced and continued until 1970.

Rover Parts. Several Association members have taken an interest in the area of acquiring Rover spare parts. If any members have any needs in this area please direct correspondence to any of the below mentioned fellow-members. Additionally, if any members have spare parts, Rovers, or any other item that would prove of interest for Rover owners please notify us and we will publish that fact in the following Newsletter.

Member C. Brian Kapalin first involved himself in the area of acquiring parts for his own Rovers so that he wouldn't have to wait months for parts and pay the often exorbitant dealer prices. He has been providing this service to many Rover owners for over a year now and mainly specializes in the 2000 series although he will get parts for any of the other Rover models upon request. Presently he has quite a large inventory of replacement parts for the 2000 series ranging from pistons, bearings, valves, gaskets, cylinder heads, to suspension components, shock absorbers, to hoses, filters, and other items of normal maintenance. Brian deals mainly in new parts although he does have many used ones as well. He presently has a tire offer which he would like to offer the membership as specified below:

> a limited quantity of brand new Semperit Textile Radial Tires - 165x14 for the 2000 series Rover, price: $27.50 each plus $1.76 Federal Excise, plus shipping further quantities can be ordered if there is a demand.
> also
> brand new Metzler Radial Snow Tires - 165x14 for the 2000 series Rover, price: $26.00 each plus $1.68 Federal Excise Tax.
> similar prices can be had for the other model Rovers, such as 185x14's on the 3500 if there is an interest.

If a member has a need for any parts he should specify his chassis and engine serial number of his car. For those interested a price sheet of parts is being prepared and will be sent to members upon request.

Member Jim Pile is in the process of dismantling a 1965 Rover 2000SC and any member interested in parts should contact Jim at the address found on page six.

Another member who has parts for sale is member Robert Hooks. He claims to have nine Rovers, perhaps all those in Texas, where Robert resides. His parts come mainly from several parts cars that he has. Additionally, Robert also has four Rovers for sale. They are:

> a 1969 TC, 24,000 mi., Dk. Grey w/ white top, red interior, AM/FM, Factory Air, mag wheels, new Pirellis - $1995
> a 1967 TC, 35,000 mi., Dk. Green w/ white top, lt. grey interior - 1095
> a 1966 TC, 38,000 mi., Yellow w/ Black interior - 995
> a 1966 SC, 40,000 mi. on car, 8,000 on new engine, Dk grey w/ white top, red interior - 895

Robert claims that all of these cars have no rust since they haven't been near salt water or any severe winters.

Rover owner Lee Novy asked us to mention the fact that he is selling his 1970 3500S with AM/FM, Air, Power windows, brakes, steering, Dk green w/ Black interior. He indicated that he would like $2100 for the car. Lee can be contacted at: 2040 Thor Avenue, Rome, New York, 13440.

Rover Service. In Northern New Jersey several Rover owners have recommended Foreign Cars of Hanover, 319 State Highway #10, Hanover, New Jersey.
In Southern New Jersey member James Carpenter has had good luck with: Ray's Ocean Avenue Garage in Deal, New Jersey. If you have any recommendations in your area please notify the Association.