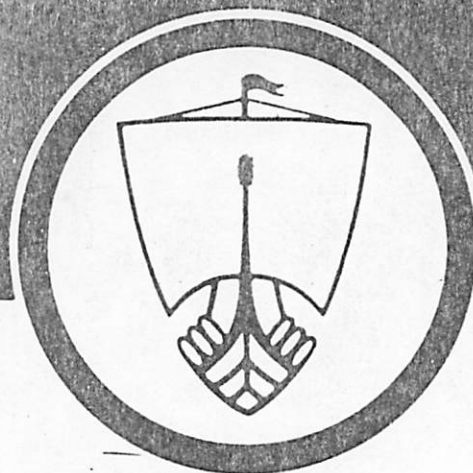


# ROVER OWNERS' ASSOCIATION

OF NORTH AMERICA



76 Washington Street  
East Orange  
New Jersey 07017

Volume II, Number 1

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We hope that all of the Association members and their families have had good holidays and we wish everyone a happy new year. We hope that the type consistency is now an improvement over that in the last newsletter; with a manual typewriter it has been difficult to get a consistently even stroke.

We would also like to apologize to those members who have not yet received their metal Association badges. The money for these was forwarded to England some time ago, but as most of you know the Headquarter Club required that one first join as a lifetime member (cost: one pound sterling) before one became eligible for the badge. This necessitated contacting all of those members who ordered such a badge and asking them to forward the necessary additional dues to the Headquarter Club. Since we sent the Headquarter Club one check for all of the badges that had been ordered they couldn't cash it until all of the members who had wanted a badge contacted them either with the necessary dues or with a cancellation of their order. We understand that the last party has just contacted the Headquarter Club and the badges should be forthcoming shortly. It was an oversight on our part to indicate the availability of the badges without checking into the eligibility requirements for the badge.

We would like to make the membership aware that there is a 15% discount available to any Rover Owners' Association member who should like to rent or lease a car while in England. This discount is offered to the member clubs of the Rover Owners' Association by Roverhire Limited of London, England. This discount for rental cars applies to any of the cars that they offer for rent. These cars include the Rover 2000SC, TC, Automatic, 3500S, 3.5 Automatic, Land-Rovers, Range-Rover, Triumph Toledo, 1500, 2000 Automatic, 2.5 PI Automatic, Stag, and the Jaguar XJ6 4.2 Automatic. Any interested members may write to us for further details and prices.

Additionally, for any member who would like to receive a brochure on any of the current range of Rover products offered for sale (in other markets since only the Land-Rover 88 Station Wagon is available here) please drop us a line and we will send that catalog with his/her next newsletter. These include the Range-Rover as well as the slightly re-styled 2000 and 3500 series cars.

Since a good portion of our current membership missed the Volume I, Number 1 issue of the newsletter we will re-publish the portions of that newsletter that we thought were of particularly useful application. In this newsletter we will re-publish the section covering a cross reference chart for oil filters for the complete Rover line. The section on the half-shaft universal joints will appear in the next issue of the newsletter.

Accessories for the Rover Enthusiast: We would like to offer some personal accessories for the Rover enthusiast. Orders can be made through us and we can get any of the following through the factory in England. Many of these items appear to represent quite good value for the money. The prices below include shipping.

Rover metal lapel badge (Rover crest)	\$0.50
Land-Rover metal lapel badge (miniature L-R vehicle)	\$0.50
Rover overall patch (Rover crest)	\$0.75
Land-Rover overall patch (Land-Rover name)	\$0.50
Rover crest cuff-links (per pair)	\$1.50
Land-Rover cuff links (w/ miniature L-R vehicle)	\$1.40
Land-Rover tie clasp (w/miniature L-R vehicle)	\$0.75
Rover crest tie tack	\$1.50
Land-Rover cuff links and tie clasp set	\$2.90
Land-Rover pocket knife (w/ stainless steel blades)	\$1.50
Corgi miniature Rover 2000TC model car	\$1.75
Dinky Range Rover model car	\$1.50
Corgi Long-Wheelbase Land-Rover model car	\$1.75

Header Pipe Cracks on the Rover 2000TC: In our last issue we mentioned that many TC owners have had difficulties with their header pipes cracking. This generally appears to occur at the welds on the header assembly. Richard Cram told us that he has had his header pipe re-welded on a number of occasions, but never in the same place twice. He noted that when he had taken it to be re-welded the welders have generally commented on how poor the original welds were. They advised him that it is common practice in the automobile business for welders to serve their apprenticeship by working for a major manufacturer as a welder before moving on to better things.

Ex-Rover owner Jerry Craik (he had been a Rover owner for the past twenty-two years) brought to our attention the potentially serious nature of this malady. Mr. Craik has heart trouble and wears a small heart Pacemaker. Apparently, the escaping carbon-monoxide from the crack in his header pipe made its way quite easily into the ventilation system and then into the car. When he went to his doctor for his annual medical check-up his doctor suspected a coronary. The carbon-monoxide gases caused an inflammation of his heart sac which, in turn, caused his heart Pacemaker to go somewhat awry. Mr. Craik indicated that he had to sell his TC for this health reason and so ended his twenty-two year relationship with the Rover product.

Because of several requests as of late for new header pipe assemblies member C. Brian Kaplan is exploring the possibility of getting new replacement units via England. This should reduce their cost by about 40% even taking into account the individual shipping costs. By the time that you read this he should have definite details regarding the viability of this idea; contact him for further information. The newsletter will print the details regarding this in the next issue of the newsletter.

Rover owner Ronald Engleman reports the following regarding his Rover ownership which began with a 2000TC in 1967. After 5 years ownership he found that his total repairs consisted of the following (after 60,000 miles): clutch disc, brake pads replaced twice, brake master cylinder overhauled once, transmission overhaul once, deDion boot replaced once, starter overhaul once, and exhaust system replaced twice. He noted that his oil consumption was under 1 quart per 5000 miles and gas mileage was 24 mpg when the car was totaled in a head-on collision with a 1965 Cadillac. We gather that Mr. Engleman survived this mishap handily.

Mr. Engleman replaced his wrecked TC with a 3500S and found that although the 3500S had a better air conditioning/cooling system than the TC and a much quieter and smoother ride he preferred the feel of the TC shocks which were firmer, the more sprightly acceleration of the TC, and the level of confidence and assurance that the TC's brakes engendered; he found the 3500S were quite soft and spongy.

1971 Rover Exports to the United States: According to member Pete Williams who wrote to the Rover factory recently, the 1971 export figures for the Rover to our shores was:

107 2000 series Rovers  
41 3500 series Rovers  
756 Land-Rover 88 Station Wagons

This is quite a poor showing for Rover since there appears to be a considerable market in the United States for cars in this price range. However, there was a sizeable demand in other markets which must have also affected British-Leyland's decision to withdraw the 2000 and 3500 Rovers from our market.

We understand that there will be more cooperation in the future between the various divisions of British-Leyland. Rover will be cooperating particularly with the Triumph division and rumor has it that any future sedans from Rover or Triumph will be a joint affair with the sportier version going under the name of Triumph and the more luxurious version being the Rover. In the past there had been rumors of merger between Rover and Triumph, particularly at the point that each was developing their own 2 liter sedan, but no such union ever arose. A merger between Rolls-Royce and Rover was even suggested just after World War by R.A. Robotham of Rolls-Royce, Limited, but this too never came to anything. It does appear quite clear that the future of Rover under British-Leyland will most definitely hold some form of cooperation between Rover and Triumph in the cards.

Clutch Problems on the 2000 series Rovers: There is no doubt that the clutch has been one of the few major areas of difficulty with the Rover 2000 and 2000TC cars. The causes of the problem are not clear to us and it does not appear that the situation has been cured since we have encountered difficulties of this nature with Rover 2000's of varying vintages. The problem in short is one of a draggin clutch. It is only to be expected that a clutch friction plate will wear out over a period of time depending upon the usage; however, the draggin clutch situation is not something that one would expect as a normal course of events.

We have communicated with various mechanics and Rover technical people and each one has generally given us a different explanation for the situation. One ex-New York Rover dealer told us that this was one of the main sources of difficulty to him and that the Rover factory redesigned the gearbox thinking that the problem was there and not in the clutch unit. It appears that the factory beefed up the four-speed transmission that was used on the 2000 series so that it could be used in the TC version which had much more torque. However, this transmission did not find its way into a TC until mid-1968. In addition to a stronger mainshaft this transmission had a somewhat modified clutch withdrawal mechanism and used a different pressure plate than the earlier transmission so the factory may very well have been considering the aforementioned problem of the dragging clutch as well.

One fairly common occurrence that we have found after removing the engine/gearbox assembly in order to change a clutch is that there appears to be a considerable amount of rust on the mainshaft of the transmission where the clutch assembly sits. One mechanic advised us that this was not really rust on the shaft as much as small pieces of metal from the splines on the friction plate that slowly wore off; he claimed that the broaching tool used by the clutch manufacturer often dulled and did not cut the splines of the friction plate properly. We could see the possibility of this for a short time, but we cannot believe that this situation could have continued unbeknownst to the factory. This mechanic recommended filing the splines somewhat which would, in effect, give a sloppier fit of the splines on the shaft and would stop the dragging problem. This does not seem to be the most professional way to attack the problem and we would suggest simply cleaning up the transmission shaft before installing a new friction plate and also apply a good weatherproof grease sparingly to the shaft and splines.

Clutch Problems Continued: There is no doubt that such an accumulation of rust on the gearbox mainshaft and the friction plate splines could cause a problem that would hinder the sliding of the friction plate on the shaft, but this does not seem to be the whole problem. Oftentimes we have found that the housing of the clutch withdrawal mechanism to be so worn that it wouldn't be moving out concentrically to come in contact with the pressure plate. There is no doubt that this situation will cause a clutch to drag, but the question is whether this fault in the clutch withdrawal mechanism was the original cause of the problem or whether a defective pressure plate or some other variable caused the situation in the withdrawal mechanism. Since this housing is an aluminum housing it often requires that a new withdrawal mechanism be used because the wear that occurs around the perimeter of the thrust plate cannot be repaired.

When changing a clutch then it would be wise to grease the shaft and splines as indicated earlier. Also check the amount of play in the main shaft of the transmission, check the condition of the withdrawal race mechanism, whether the mainshaft is perfectly straight, and by all means do not forget to check the condition of the bearing at the end of the crankshaft where the nose of the transmission mainshaft sits when the engine/gearbox assembly are together. Extreme wear of this bearing could cause the aforementioned wear in the withdrawal race housing. Also, it is most important to make sure to use the correct pressure plate since beginning with mid-1968 cars a new type of pressure plate was used in conjunction with a different clutch withdrawal mechanism. This later type of pressure plate can be used on earlier model cars, but there must be a modification made to the withdrawal race housing. The factory workshop manual deals with this problem in considerable detail.

Rusting Rocker Panels: Aside from the rear end of the front fenders the rocker panels beneath the doors also rust with alarming frequency on the Rover 2000/3500 cars. Their rusting also affects the jacking points which they enclose. There are several ways of treating the problem depending upon how extensive the damage is. First, it is recommended not to attempt to treat the problem in situ. Take off the panels so that one can work properly. This is easier said than done, of course, since the screws will be all rusted. Don't attempt to unscrew these until one has them cleaned off properly so that the slots in the head will afford the screwdriver a good solid grip. Also apply some penetrating lubricant to help things along. Once these are off one can survey the damage. If the panels themselves are beyond repair they should be replaced. Fiberglass panels are available in England and member C. Brian Kapalin is exploring the possibility of getting some over here. The whole area should be cleaned out and liberal amounts of underseal should be used, particularly around the jacking points and on the underside of the panel itself unless you use fiberglass panels. Some rewelding may be necessary if the jack points themselves have come apart from the frame.

Muffler Troubles Revisited: Member Yale Rachlin recently responded to the short section in our last newsletter that dealt with ways that one could attempt to make his mufflers last longer. He pointed out that it may very well be a futile attempt to extend the life of the mufflers, particularly the rear muffler/tailpipe section, on the Rover by using muffler tape on the outside of the muffler itself. He pointed out that a great deal of the muffler's rusting out takes place from the inside out. Due to a great deal of condensation in the Rover's exhaust system there is a tendency for them to rust on the inside at an even faster rate than from the outside.

Range Rover: The Range Rover is being manufactured from CKD (completely knocked down) kits that are shipped from the main factory in England to a Land-Rover assembly plant in Costa Rica, South America. Output of the Range Rover at the Cost Rican plant is hoped to reach 24 units per month by the middle of 1973.

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Any Rover Owners' Association member who has not received his Association decal with the payment of his membership dues should contact C. Brian Kaplan and this matter will be taken care of immediately.

A re-publication of our oil filter cross reference chart for Rover and Land-Rover models:

Land-Rover

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

use:

- AC filter #FF-50
- Baldwin filter #P219
- Fram filter #CH-822PL
- Hastings filter #P191
- Purolator filter #MF-150A

Rover 2000 series, all models  
SC, TC, automatic

use:

- 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, IA, II, III, coupes and saloons (1959-1967)

use:

- 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

use:

- 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

use:

- 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

Lucas Inertia Type Starters: This inertia type starter is not only used on the manual gearbox Rover 2000 and 2000TC's, but has also seen duty on the 3-litre and Jaguar cars. Additionally, smaller versions of it are quite common on other British cars. It appears to have one major weakness: the end nut on the armature shaft which retains the main spring, pinion and sleeve comes off the shaft after a period of time. It is unclear how bad this situation is on the Jaguar, but on the Rover it presents some difficulties. Generally, it requires cutting a small 2"x2" inspection hole in the bottom of the bellhousing in order to facilitate removal of this nut if it has come off the shaft. The main spring and pinion and sleeve cannot come off on the 2000 series car because the bellhousing doesn't allow enough room, but it does often create difficulties for the starter gear to engage the flywheel gear.

Lucas Starter Continued:

The early type starters had a retaining nut that screwed onto the end of the shaft and a cotter key retained this. Constant useage would eventually cause the retaining nut to screw itself off toward the cotter key, sheer the cotter key, and finally screw itself off the shaft entirely. Later starters had a different set-up; instead of having the retaining nut screwed on and held in place by a cotter key, they had the retaining piece pressed on over a spring "O" ring. However, we have seen this "O" ring entirely sheered in half by the retaining piece. It is obvious that the cause of the situation is the force with which the starter gear is thrown out from the flywheel gear when the engine catches and starts. This brings us to the purpose of the large end spring on the starter. What purpose does it serve? It is obvious that it should absorb some of the shock of the gear as it is thrown back. It is also obvious that it should not be too "springy" so that it does not bounce back into the flywheel gear. But, it hardly seems that it can do any springing at all because it is so large and heavy a spring. It seems that it simply transmits the shock to the end piece or end nut which, in turn, causes the above-mentioned problem. We could not understand the reason for the size of this spring and wrote to Lucas for a technical response. What we got back was an affirmation of the above without too much further clarification. Additionally, they said that the problem is usually caused by a timing problem: a situation where the timing is too far advanced. While this may be the case, it appears to us that it has also happened to many cars that have never had a timing problem. Well, in short, it's a problem to contemplate, particularly with starter removal as difficult as it is on the Rover.

Member James W. Carpenter has a 1970 Rover 3500S for sale. The car is dark green with a black interior and has air conditioning and an AM/FM radio in addition to the standard 3500S equipment. He is asking around \$2700 for the car. His address is 10 Wardell Ave., Rumson, New Jersey, 07760.

Some New Members:

Michael Bonnano	111 Bay 17th Street Brooklyn, New York 11214	1966 2000TC
Rev. James E. Boyd	77 E. Miller Avenue Akron, Ohio 44301	1969 2000SC
Albert L. Goldson	920 Metcalf Avenue Bronx, New York 10473	1966 2000SC
Susan M. Kapalin	12 Cedar Street North Arlington, New Jersey 07032	1967 2000TC
Dr. Desmond J. Longford	106 Thomas Street Smithfield, Virginia 23430	1965 2000SC
Jacqueline McShane	940 Sweetwater Lane Boca Raton, Florida 33432	1968 2000TC
Reginald D. Manwell	Hoag Lane Fayetteville, New York 13066	1964 110 1968 2000TC
Nathan Weigt	600 Janesville Street Oregon, Wisconsin, 53575	1965 2000SC