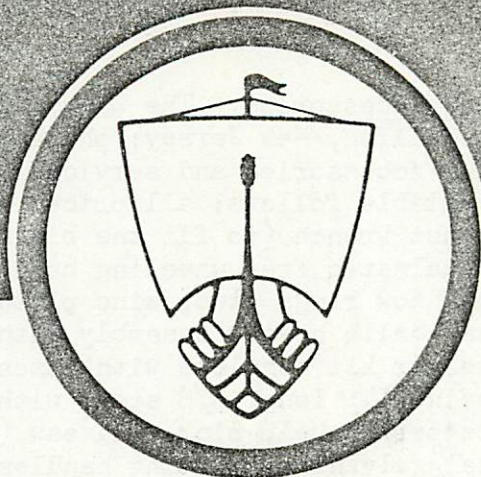


ROVER OWNERS' ASSOCIATION



Volume II, Number 2

April, 1973

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Any member interested in receiving additional back copies of the Association Newsletter should simply request the number of copies desired and which issue. Additionally, more calling cards are available for the asking.

At the present time we have a number of interesting Rover catalogues and publications. For those interested in the exploits of the Range Rover on its journey between Alaska and the Cape Horn one can request a Rover brochure from us. Additionally, a reprint of the article on the styling analysis and construction techniques of the Range Rover that originally appeared in Style magazine is also available from us. We are trying to get copies or reprints of the similar article that was published in Style Auto magazine some years ago.

The Headquarter Club of the Rover Owners' Association is trying to be of as much assistance to the member clubs as possible. They are now publishing their own Newsletter of various activities of the member clubs as well as other information that will interest the membership. One example of a benefit is the 15% rent a car discount.

We would request correspondence from any member in the area of cross referencing various spare parts for the Rover/Land-Rover line. We have already published a cross reference for oil filters and suggested some American-manufactured universal joints for the 2000 series half-shafts. Next issue we would like to present a cross reference of various engine parts for the 3500 and any other area where members have found success in being able to cross reference a part to a more readily available, less expensive part.

In a recent correspondence member Ronald Englemen wrote concerning a problem of getting his windshield wiped clean by the wiping system. Mr. Englemen owns a 3500S and has experienced a severe smearing of the windshield by the wipers during the rain. Several other members have experienced similar problems on the 2000 windshield. After having changed the wiper blades the problem remains. The most likely explanation has to do with oil or gas causing a film to form on the windshield which prevents clean wiping. One owner has experienced such a situation on one of his 2000TC's with a leaky exhaust manifold, but has no problem on his other 2000TC without leaky exhaust manifold and postulated from that evidence that the cause is as mentioned above. If any members have any ideas on the nature of the situation and can suggest any possible cures we are certainly waiting patiently.

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Land-Rover Accessories: The Zagata Four Wheel Drive Center, Route 513, R.D. 2, P.O. Box 273, Califon, New Jersey; phone number: (201) 832-2350 offers a wide variety of Land-Rover accessories and service parts to Land-Rover owners. A current list of items available follows; all prices listed are postpaid in the U.S.A.:

Single nut wrench (to fit the big nut inside the wheel hub)	5.25
Bid D Dualmatic free wheeling hubs	53.00
Original tow rings (two, zinc plated, mounted on frame above bumper)	16.99
Original Smith heater assembly with defrosters (with mounting kit)	40.00
Rear heater kit complete with hoses and clamps	35.00
Tow chain (14' long, 3/8 steel with hooks)	19.95
True temper shovel, pick, and saw (with mounting hardware)	18.75
Original galvanized lifting handles	3.88
Heavy-duty inside rear view mirror	3.95
Steering damper kit (complete with brackets and mounting hardware)	17.95
Mechanical windshield washer kit (original equipment)	12.00
Wingard type fender mounted mirror	8.80
15" wheels to fit model 88 (brand new) - not including shipping	25.00
Original 7:10x15, 6 ply rating Goodyear Suburbanite tread, set of 4, plus shipping	100.00
Chrome sissy bar	4.25
Naugahyde tire cover (available in black and white, state tire size)	9.95
Single gas can carrier (mounts on rear door or body panel - complete with mounting hardware)	13.95
Flyscreen kit (with hardware; fits all models up to 1971; fits in ventilators just below windshield)	17.98
Rear mud flaps (heavy gauge rubber embossed with yellow "Land-Rover" lettering complete with instructions and mounting hardware)	21.50
Oil filter #248863, set of five	17.50
Oil filter #541403, set of five	15.00
Heavy duty ventilated points (for 2 $\frac{1}{4}$ litre, one piece construction)	2.25
Matching rotor	.75
Condenser	1.50
Distributor Cap	3.10
Parts book	16.95

Any interested party should write or call Zagata regarding the above accessories or any other Land-Rover service part.

How They Rank: The Federal Republic of Germany has more registered cars than any other European country. Here's how they rank carwise in Europe:

1- West Germany	16.5 million cars
2- France	14.5 million cars
3- Great Britain	14.0 million cars
4- Italy	13.5 million cars
5- Netherlands	2.8 million cars
6- Spain	2.6 million cars
7- Sweden	2.5 million cars
8- East Germany	1.4 million cars

The United States, of course, is the world leader with some 90 million registered vehicles.

A British manufacturer produces stainless steel muffler systems for British cars. With the short life of certain mufflers on the Rover cars we are exploring the possibility of offering these to members.

Auto Emissions: Generally speaking, Rover owners should have little difficulty passing emission tests in those states that have adopted such test as a part of their normal inspection procedure. This applies particularly to the 2000 series Rover. As one member who was involved with the organisation of the New Jersey inspection procedure indicated in a past newsletter the 1968 2000TC that he owned easily passed the emission requirements as to carbon monoxide and unburned hydrocarbons set out in the 1975 statute; only the sulphur oxides didn't meet these rigid requirements, but certainly met the 1968 requirements.

One general problem concerning auto emission testing on older cars is the problem of the fallability of the testing methods. Many mechanics aren't equipped to deal with making proper tune-ups of emission controlled cars. Additionally, a recent study in the state of New Jersey, where post-1968 emission controlled cars will be required to meet certain standards or fail inspection beginning in July, 1973, indicated that despite receiving proper tune-ups by qualified personnel under rigid control a significant number of cars continued to fail the emissions test. The study showed that the cars would often fail the test because of unrealistic conditions associated with the testing itself. Some helpful hints to prevent some of the causes for failure were outlined as follows:

- Turn off all accessories, including air conditioning or heater, when entering the inspection lane to prevent the engine from overheating and building up pollutants while waiting.
- If the line is long, shift to neutral or turn off your ignition entirely.
- Do not fill the gas tank before going to inspection. A quarter or half tank is recommended. The reason for not filling the tank before inspection is that fresh gas evaporates quickly the first 24 hours. When a sample of the exhaust is taken at the inspection station it could possibly pick up fresh octane molecules escaping from the gas tank.
- Use the proper or recommended grade of gasoline.
- Don't add any cleaner or tune-up mixture to the gas tank before going to inspection.
- If the car is a 1970 or later model with a fuel evaporative system, drive the car for 5 to 10 miles at highway speeds of 50 to 60 miles per hour to purge the canister, if you have been driving in heavy stop-and-go traffic.

Rover Station Wagon: For a number of years now the H. R. Owen Company of London, England has produced an Estate version of the Rover 3500. The car is one of the better station wagon conversions to sedan vehicles that we have seen in recent years and does not do injustice to the lines of the 3500. Some of the improvements for 1973 include a completely redesigned lift-up tailgate that will now enable a tall person to stand under it with ease. A heated rear window is fitted in the tailgate and rear windscreen wipers and washers are now provided as standard equipment. Other changes include door mounted rear view mirrors as well as a new internal rear vision mirror for improved visibility and safety. New optional extras include an interior dog grille and a large rubber mat for the rear compartment. The luggage compartment is fully carpeted and has a capacity of 49.5 cubic feet. Also available as optional extras are Coenen metal sliding sun roof, Webasto folding sun roof, and chromium purpose-designed roof rack, fixing points which are now fitted as standard on the car.

Additional Refinements on Range Rover: Some additional refinements have been made to the Range Rover series in the way of interior comfort and driver convenience. A rear screen wiper/washer system has been added as has a power assisted-steering system. The power steering is an option whilst the rear wiper/washer is a standard item. Other standard improvements include additional seat handles on the outer edges of the front seat squabs and improved seat tilt mechanisms, redesigned arm rests, improved seat belts, new fuel filler cap, improved sound deadening, increased output alternator, additional instrumentation. Other improvements that have been made during the last twelve months include a lower ratio steering box and increased radiator cooling efficiency.

REPRINT: 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 on the car originally, were supposedly sealed for life and should not require 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 use this as a way of selling more universal joints). First, this becomes another of the many and costly (to all concerned: owner, dealer, and ultimately Rover themselves) 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 in the casting which was fitted with a plug. It certainly seems senseless and poor economy to have to remove this plug and insert a grease fitting before greasing these joints. Certainly the cost differential to the manufacturer at this point could not have been exceedingly great had he actually put the proper grease fitting in.

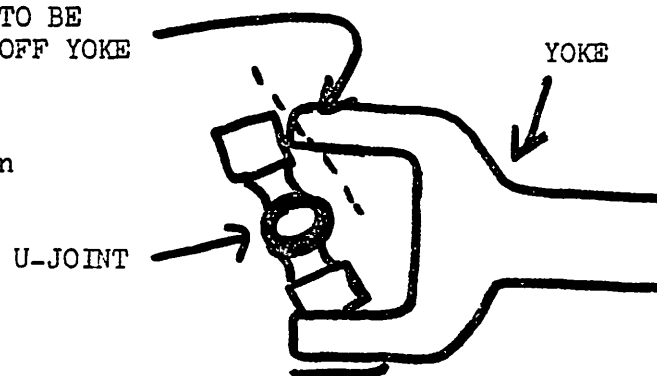
In any case, as to the repair and/or maintenance of these u-joints: If you are blessed with the latter type of u-joint all that is required for normal maintenance (if the unit has not already dried out) is to screw out the plug which presently fills the space where the grease fitting should be, take the plug down to your local hardware or auto store, show the shopkeeper the size of the 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 and costlier (our balance of payments problem) British product: NEAPCO #28053X, WESCO #N1578R, or any other U.S. u-joint which interchanges with these numbers. If you can give your parts dealer either of the aforementioned numbers he can cross-reference it for you and come up with the proper joint in the brand that he carries.

Two points need 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 off 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.

AREA TO BE
GROUND OFF YOKE



Fuel Pump Difficulties: One fairly common occurrence with the fuel pumps on the 2000 series Rover is for the fuel pump bolts that retain it to the engine block to work themselves loose. This is a problem that is not really noticed until the fuel pump is almost entirely off and the pushrod action can no longer actuate the pump. At this point the engine may falter on acceleration or die completely. Usually the problem gives notice by making a vibration-like sound caused by something being loose. The problem is simply solved by retightening the bolts; however, it is probably best to use lock washers or locktite rather than the locking plates originally designed for the purpose on the car.

When fuel pump rebuild time comes generally all that is needed is the minor rebuilding kit which fits both the early (#7971043) fuel pump as well as the later (post '68: #7971244) fuel pump. However, the two pumps differ in the pressure delivered and the major rebuilding kit for each type is different. The early type normally has a glass filter bowl whilst the later type has a metal filter bowl.

New member Robert Ulanoff has made some interesting modifications to his Land-Rover 88. The vehicle is painted with DuPont Emeron, a paint which never needs polishing; he claims that all that is needed to clean it is a water hose: no soap or elbow grease. He has a boat vent which draws air into a fresh air Kodiak heater when the vehicle is moving. He installed a dark tinted glass windows which he got from a bus and cut to size. He replaced the standard 21 amp generator with a Motorola 55 amp alternator and changed the electrical system from positive to negative ground. The rear window is equipped with an electric windshield wiper and washer system. He also has an additional fuel tank which is installed beneath the driver's seat; this brings total fuel carrying capacity to 24 gallons. The fuel is delivered by way of an electric pump; the tank he brought back from one of his yearly safaris to Africa. Also, he replaced the original Solex carburettor with a Carter carburettor from a Chevrolet 213 cu. in. six. He has claimed no difficulty with this setup. His only difficulty with the Landy until now has been the need for a valve job every 50,000 miles or so - primarily due, in his opinion, to the Solex carb being too lean for turnpike travel. His present mileage on the Land-Rover is 127,000 miles and its still going strong and looking great.

Problem Area in Early 2000 Gearbox: Member J.A. Williams reports to having much experience with problems on some of the early 2000 Rover's gearbox. Here he refers to those manual gearboxes prior to suffix F. The part that is the apparent weak link is the mainshaft distance sleeve (Rover #522421) which was later changed (to Rover #561179). According to Mr. Williams, the large diameter of this bush, which spaces the 2nd and 3rd mainshaft gears tends to disintegrate leaving the two gears free to move away from the synchromesh outer members and with only 1st and 4th gears working at best. At worst, the parts of the bush after disintegration pass through the gear meshes with terrible results. He also points out that some other differences between post suffix F boxes and pre-suffix F boxes have to do with oil grooves and some other minor mechanical changes. Apparently, many gearbox difficulties were encountered by the use of 90 weight gear oil or EP lube being used rather than the recommended engine oil.

Air cleaner replacement on the Rover 2000SC	is every 10,000miles
2000TC	5,000miles
3500S	5,000miles

A useful solution to the rust out problem on the 2000/3500 front fender area has recently been suggested by a British firm. They manufacture a rubber material that serves as an inner fender well. Installing this at an early stage would more than likely contribute greatly to the prevention of a moisture and dirt buildup in the rear section of the front fenders - the area most likely to rust out.

Accessories for the Rover Enthusiast: A listing of accessories available through the Association are as follows. One will note the availability of key FOBS. The following prices do include shipping:

Land-Rover key FOB, L-R crest on tan coach hide	\$1.25
Rover key FOB, Rover crest (as on grille motif) on black morocco	\$1.50
Rover key FOB, Rover crest (as on steering wheel) on black morocco	\$1.85
Rover metal lapel badge (Rover crest)	\$.50
Land-Rover metal lapel badge (miniature L-R vehicle)	\$.50
Rover overall patch (Rover crest)	\$.75
Land-Rover overall patch (land-Rover name)	\$.50
Rover crest cuff-links (per pair)	\$1.50
Land-Rover cuff-links (w/ miniature L-R vehicle)	\$1.50
Land-Rover tie clasp (w/ miniature L-R vehicle)	\$.75
Rover crest tie tack	\$1.50
Land-Rover pocket knife (w/ stainless steel blades)	\$1.50
Corgi miniature Rover 2000TC model car	\$1.75
Dinky Range Rover model car	\$2.00
Corgi Long-Wheelbase Land-Rover model car	\$1.75

For Sale:

Member William P. Miller is presently dismantling a Rover 3500S for parts. Anyone interested in parts should contact him at: 3256 South Hoyt Way, Denver, Colorado, 80227.

Member Floyd Coleman has five Rostyle wheels from a 1969 2000TC for sale: He can be reached at P.O. Box 204, Richmond, Kentucky, 40475

Some New Members:

Bernard S. Antonovich	228 John Street Harrison, New Jersey 07029	1966 Rover 2000 Automatic
Arnold R. Betbeze	Rt. 3, Box 345D Soddy, Tennessee 37379	1965 Rover 2000SC
Ronald Engleman	42-22 Ketcham Street, Apt 21B Elmhurst, Queens, New York 11373	1970 Rover 3500S
Barbara G. Kubida	Dickinson House, Mt. Holyoke South Hadley, Massachusetts 01075	1966 Rover 2000TC
Richard Siskind	P.O. Box 455 Baltimore, Maryla 21203	1973 Land-Rover 88, series III
Robert Ulanoooff	31 Savage Road Kendall Park, New Jersey 08824	1965 Land-Rover 88 series IIA