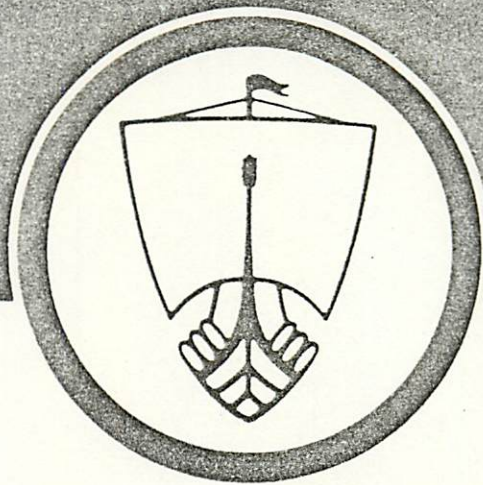


ROVER OWNERS' ASSOCIATION



Volume II, Number 3

June, 1973

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One of the most important points to be mentioned in this month's newsletter is that there has been an address change. All members should please take note to forward all club correspondence to this new address: 167 Oakland Road, Maplewood, New Jersey, 07040. Similarly, any correspondence to C. Brian Kapalin should be so addressed.

Also, renewal of membership time is now beginning to roll around. We will enclose a renewal application form to those members together with their copy of the newsletter at the end of their subscription term. We would ask those members that wish to continue in membership to renew as soon as possible after receiving notification since the club's meager treasury hardly allows for continued solicitation.

Several members have asked us why we do not advertise in any of the national publications. We hadn't done so thus far because we weren't quite sure what the need across the country was for our Association. We have found there to be many quite enthusiastic Rover owners and feel that there is a definite future for the club. As a result we will begin to advertise in some national periodicals in order to recruit more members. We will also ask new members on their application forms to state how and where they heard about us so that we may judge the benefits of so advertising, and also to determine which periodicals provide the best forum for our advertisements.

Additionally, the Headquarter Club has recently been encouraging the member clubs to encourage their membership to join the Headquarter Club. We have mentioned this in the past and a number of our ranks do belong to this organisation. We would mention that lifetime membership is one pound sterling and their Association badge is an additional 1.50 pound sterling. We feel, as many members will verify, that this badge represents very good value for the money indeed. One should specify which type of badge he wants after joining the Headquarter Club: radiator grille badge or the type for mounting on a badge bar. The badge is shipped post free, by the way. When joining the Headquarter Club one should state his/her name, postal address, model, year, and serial number of Rover vehicle owned. All correspondence to the Headquarter Club should be addressed to: Headquarter Club of the Rover Owners' Association, Meteor Works, Solihull, Warwickshire, England.

As has been indicated in past newsletters we intend to conduct a survey of Rover owners regarding the joys and vices of Rover/Land-Rover ownership. We are currently preparing an extensive questionnaire format which should be mailed out to members in the near future. We hope to publish the results of this survey in the early Fall in one of the newsletters.

The Rover National Rally occurred at Weaversdown, England on May 26, 27, 28, 29. From what we learned from the Headquarter Club prior to this event the response in England was quite good. Perhaps soon we can have a fellow member visiting England keep us informed about the nature of their clubs, activities, etc. Would members here be interested in getting together on some regional basis once a year? Let us know.

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Stainless Steel Exhaust Systems: Some months ago we promised that we would explore the situation with regard to stainless steel exhaust systems for the Rover line. In Britain there are quite a number of manufacturers currently producing stainless steel systems for a wide range of British cars. It is probably best if we simply indicate who the various manufacturers are, which models they produce components and/or systems for, and their respective prices.

The first manufacturer is: Road Motors (Leeds) Limited, Victoria Mills, 511, Bradford Road, Batley, Yorkshire, England. They manufacture stainless steel systems which are only sold in complete systems. Their systems are guaranteed for a period of five years to be free from defect due to material, manufacturing fault, or failure through corrosion. The following prices do not include loose clamps, brackets, etc.; all prices are net, plus carriage charges, packing and insurance, dispatch per best means to customer's address ex works.

Rover 3-litre Mk. I, Ia	39 - 21.	Rover 2000SC: two-can system	35 - 03.
Rover 3-litre Mk. II, III		Rover 2000SC Auto: two-can system	35 - 03.
Rover 3500	50 - 05.	Rover 2000TC: two-can system	32 - 12.
Land-Rover range	32 - 12.		

All of the above prices are effective April 1, 1973 and are in pounds sterling. Because of the floating exchange rates one can determine the precise cost in US dollars.

The next manufacturer is: Double S Exhaust Services, Archway Works, Cockpit Hill, Cullompton, Devonshire, England. This system is constructed so as to be directly interchangeable with the items they replace and is constructed from austenitic and ferritic stainless steel, the pipework being of 18 gauge and the silencer cases being of 20 gauge. The baffle boxes are of their own design and the absorption boxes utilise stainless steel wool. The system is guaranteed for the lifetime of the purchasing owner's possession of the car against manufacturing defect or corrosion. The prices are once again ex works less shipping and there is considerable savings in purchasing the complete system although the separate pieces are also available. This manufacturer appears to have the most complete offering of the group.

	Individual part #	Price	Complete system #	Price
1962-1967 3-litre Mk. II, III				
Front pipe	SS37RR	9 -46		
Front Silencer	SS43RR	24 - 26	232	37 - 43
Rear box and tail pipe	SS51RR	13 - 86		
1970 - on 3500, 3500S				
Front pipe, R.H.	SS67RR	3 - 85		
Front pipe and connecting pipe, L.H.	SS68RR	15 - 62	234	47 - 77
Front box	SS69RR	17 -60		
Rear box and tail pipe	SS70RR	12 - 98		
1967 - on 2000SC - two-can				
Front pipe	SS58RR	10 - 51		
Front box	SS60RR	17 - 60	235	33 - 44
Box and tail pipe	SS61RR	12 - 98		
1967 - on 2000SC Automatic - two can				
Front pipe	SS59RR	10 - 51		
Front box	SS60RR	17 - 60	236	33 - 44
Box and tail pipe	SS61RR	12 - 98		
1967 - on 2000TC - two-can system				
Front pipe	SS62RR	10 - 12		
Front box and con. pipe	SS60RR	17 -60	237	30 - 66
Rear box and tail pipe	SS61RR	12 - 98		

1954 - 1961	Land-Rover, 86 and 88 series 1, SWB			
1958 - 1961	Land-Rover, 88 Diesel series 2, SWB			
1958 - 1961	Land-Rover, 3 litre petrol series 2, SWB			
1961 - on	Land-Rover, 88 2½ litre, diesel series 2A, SWB			
	Front pipe	SS15LR	11 - 90	
	Connecting pipe	SS 5LR	8 - 47	351 30 - 76
	Box and tail pipe	SS29LR	11 - 90	
1961 - on	Land-Rover, 88, 2½ litre, petrol series 2A, SWB			
	Front pipe	SS19LR	11 - 16	
	Connecting pipe	SS20LR	8,- 80	352 30 - 40
	Box and tail pipe	SS29LR	11 - 90	
1958 - 1961	Land-Rover 109 diesel series 2, LWB			
1961 - on	Land-Rover 109 2½ litre diesel, series 2A, LWB			
	Front pipe	SS17LR	11 - 00	
	Connecting pipe	SS12LR	9 - 35	353 30 - 76
	Box and tail pipe	SS29LR	11 - 90	
1961 - on	Land-Rover, 109, 2½ litre, petrol series 2A, LWB			
	Front pipe	SS22LR	10 - 62	
	Connecting pipe	SS12LR	9 - 35	354 30 - 40
	Box and tail pipe	SS29LR	11 - 90	

The next manufacturer is: Grundy (Teddington) Limited, Somerset Road, Teddington, Middlesex, TW11 8TD, England. These systems are manufactured from non-magnetic, 18/8 gauge chromium-nickel stainless steel and has a lifetime guarantee similar to the afore-mentioned manufacturer. The prices for this system are FOB London, less shipping.

1967 2000SC, SC Automatic, 2000TC - two can system	32 - 23
1970 2 on 3500 and 3500S	35 - 42

It should be mentioned that whatever type of system one will purchase for the 2000 series cars that one should convert to the later two-can system to ensure the availability of parts for the future. Most dealers and distributors have found it uneconomical to stock the older, more varied systems. With the 2000TC conversion to the two-can system is simply a matter of changing to the later type front pipe rubber mount. With the three can systems on early 2000SC systems there is a conversion kit available.

Member Wolfgang Klien recommends the following service stations for any Rover service required in his area, Phoenix, Arizona: Import Equipment Company, Anchorage Alaska (actually Wolfgang had his Landy serviced there while in Alaska); Brennan Imports, Reno, Nevada; Wallace Imports, Phoenix, Arizona (but this one only if you can get Bill to do the work).

Member William V. Cook recommends Freeman Sports Cars, Incorporated of Mobile, Alabama for any Rover service in that area.

Member Floyd Coleman responds to the problem of the streaking windshield: According to Floyd the problem is most likely created by paint and soap residue left over from previous washings. He has found that a good cleaning of both windshield and blade with either "409" cleaner or Fantastic cleaner will eliminate the problem. He also recommends washing any spilled or splashed cleaner off the paint at once since it may cause damage.

After much difficulty with the odometer on his 2000Automatic member Yale Rachlin has solved the problem and found it to be more simple in nature than anticipated. It must be mentioned that before discovering the main problem his dealer replaced the speedo unit twice under warranty. Yale tells us that this helped for only a short time. He has experienced a loud squeaking and driving noise in its operation and found the angle drive at the rear of the unit to be the fault. He notes that for a part of the car that has caused him more trouble than any other it has always been extremely accurate. His odometer checks out to within 1% accuracy.

Land-Rover Accessories Continued: We recently received the Summer, 1973 edition of Land-Rover parts and accessories from the Zagata Four Wheel Drive Center and list below some of the offerings currently available from them. Their address is the same as indicated in our last newsletter: The Zagata Four Wheel Drive Center, Route 513, R.D. 2, P.O. Box 273, Califon, New Jersey, 07830; phone number (201) 832-2350. All prices are postpaid in the U.S.A. except where otherwise specified:

8 blade fan kit: includes special pulleys, matched fan belts, instructions	85.00	
Front mud flaps(mounts just rear of front wheels)	15.50	
Bonnet locking hasp	3.50	
Gas tank locking hasp	5.50	
Wire mesh headlight guards (fits Land-Rover with headlights in outer fender)	20.00	pr.
Wire mesh taillight guards (fits Land-Rover with double red taillights)	20.40	pr.
Roof rack (light weight welded tubing with adjusters, no drilling)	106.00	FOB
Center tool tray (fits under middle of front seat)	12.99	
Rear door wiper kit (includes heavy duty motor - 12v, arm and blade included)	63.99	
Enginair pump (fits in spark plug opening, complete with hose, guage, and adaptors - pumps clean air)	10.95	
British Air Conditioning:		
Model "88" convertible top changeover		
1. Blue or O.D. Canvas top with side windows	162.00	FOB
2. Bow kit with weatherstripping and all hardware	75.00	FOB
3. Tail gate	76.00	FOB
4. Tail gate hardware kit	16.00	FOB
Service Manuals:		
Series IIa or II, volume one or two - both volumes required	16.99	ea.
Series III	32.00	
Parts manual, series II, IIa, or III	16.99	
Optional parts manual	16.99	

Member William "Pete" Williams indicates that an exact fuel pump replacement for the Rover 3500/3500S series cars is available from your local Bendix fuel pump dealer. The pump Number is 476087 and Pete indicates that the price should be around \$22.00 from your local Bendix dealer of \$19.95 from J.C. Whitney, catalog No. 55-519. Rover sells the pump for over \$100.00. (This must be the cost of purchasing it in the U.S., having it shipped to Britain and packaged by Rover, and then re-shipped across the Atlantic) Pete also indicates that an excellent fuel filter replacement is the Fram #G-1 gas filter. He goes on to say that you simply take your old British-AC filter off, cut the lines off next to the filter body with a single edge razor blade, and remove the fittings. Put the old fittings on the new filter, each followed by a 5/16" brass compression ring. The Fram G-1 filter can also be used for the crankcase breather filter. This Fram filter should cost around \$1.50 rather than the \$7.50 that Rover charges for the part. Pete is currently compiling a cross-reference list for the various 3500 V-8 engine parts that are interchangeable with American Buick V-8 parts. Additionally, he mentions that the following parts are useable on the 3500: Spark plug wires: Borg-Warner Ignition Set #CH-815; Wiper Blade Replacement: Trico #PRS-14-2; Wiper refills: Trico #PRS-14.

We wish to remind members that we still have a number of free brochures available. These have been supplied to us by the Rover Company. Our latest brochure will interest Land-Rover owners. It is a brochure entitled "Land-Rover, 1948-1973, Twenty-five Years of World-Wide Achievement". We still have copies of the brochures talking about the Darien Run by the Range Rovers as well as a reprint of the styling analysis first published in the periodical, Style Auto, about the Range Rover. Additionally, we have brochures on the current range of Rover 2000, 3500, and 3.5 litre series.

Member James E. Boyd has had considerable difficulty with the alternator on his 1969 2000SC Automatic with air conditioning. He has gone through several alternators since owning the car. He claims that the problem seems to be salt used on the roads during the winter months. If any member has any possible remedies contact the club and/or Mr. Boyd. Mr Boyd can be reached at: 77 West Miller Avenue, Akron, Ohio, 44301.

The club has received an excellent response from members who wanted some of the various Rover accessories that have been offered in past newsletters. We intend to continue to stock a sufficient supply of the items mentioned in our last newsletter. Primary emphasis will be placed on the following items since we have had the most demand for them: Rover and Land-Rover overall patches, Rover and Land-Rover lapel pins, the various Rover and Land-Rover key FOBS, and some of the jewelry and model cars. The prices remain the same as last advertised. We will also list some of the other items that the Rover factory offers in their brochures.

For Sale:

Member Jim Pile has some parts available from a dismantled 2000SC. He can be reached at: R.D. 1, Towanda, Pennsylvania, 18848.

Member Robert Hooks generally has a number of Rovers for sale second-hand and also has some used parts for sale. Contact him at: 2030 Sand Road, Vernon, Texas, 76384

Member C. Brian Kaplan has a vast inventory of Rover and Land-Rover parts for sale. Most parts are available direct from inventory; others can be obtained. He also has quite a number of second-hand spares. Contact him at: 167 Oakland Rd., Maplewood, N.J..

Member William P. Miller is presently dismantling a 3500S for parts. Anyone interested in parts should contact him: 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:

Walter Jacques Clough	16 Ridge Road Rumson, New Jersey 07760	1965 Land-Rover 109
William V. Cook	P.O. Box 161 Pascagoula, Mississippi 39567	1972 Land-Rover "88", series III
Albert A. Kamishlian	3 Porter Street Watertown, Massachusetts 02172	1972 Land-Rover "88", series III
Gerald M. Weil	P.O. Box 262 Union City, New Jersey 07087	1970 Rover 3500S
Edward A. Zagata	R.D. 2, Route 513 Califon, New Jersey 07830	1972 Land-Rover "88" series III