ROVER OWNERS' ASSOCIATION
OF NORTH AMERICA

167 Oakland Road
Maplewood
New Jersey 07040

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We must apologize for bringing this edition of the Newsletter out so late, but recently have been involved in numerous activities and have not had adequate time to devote to the Newsletter. We trust that you will understand.

Most recently, in the September issue of Road and Track magazine, we noted that British-Leyland has announced a far reaching 5-year expansion and modernization plan which according to Lord Stokes will make it "one of the world's most formidable motorvehicle manufacturers." Apart from several executive changes the article noted several interesting technical updates, long overdue :

- Four new automotive engines
- An entirely new sports-car program for MG and Triumph
- New Jaguar models and a doubling of Jaguar's production capacity
- A new Rover prestige model produced at a new plant

The latter development specifically interests us. Possibly this prestige model might be the 4½ litre Rover saloon which had been under development for some years now, but was reported killed off in the cause of rationalization. Hopefully, however, this Rover will be recognisable as a Rover and share only the mechanical units with the new 4½ litre car (Rover design engine) that British-Leyland in marketing in Australia as the P76 - a most uninspired car from a visual standpoint. Unfortunately, one of Rover's other specialist projects that we doubt will be reserected is the work done on the mid-engine Rover V-8 sports coupe. This is particularly the case since Rover and Triumph will no longer compete directly with one another. Rover will concentrate on the luxury market whilst Triumph will concentrate on the sporty cars. Hopefully, the British will wake up and start doing something; Audi outsold Rover and Triumph put together, and this applies to the British market as well as the American market.

In conjunction with British-Leyland's latest moves a new plant is being built in Soliull to produce the new Rover model. We have felt the effect of this since we have been unable to obtain many of the small accessories such as key FOB's and the like that Rover supplies us with. Additionally, many parts, even in England, have been difficult to obtain because of the reorganisation.

A short note regarding the other "Rover" Club: Most of the membership we suspect know of the other California-based Rover Club since a great many of you were probably members at one time or another. This Association was formed since the other club didn't meet the needs of a great number of Rover owners. We haven't spoken of this club previously since we found little or no reason to. One curious member, however, wrote to Solihull regarding that club and was advised that they not only weren't recognised by the Headquarter Club, but actually were enfringing upon the name "Rover" in that it is a registered trademark and that only the Headquarter Club and its affiliates have been assigned the legal right to use it. We have such a deed.

3500S Parts Interchange: Club member and Rover 3500S owner William P. Miller has been kind enough to submit an interchange list of parts that worked out for the 3500S Rover.

Water Hoses

Gates No.	Rover No.
4669-4405 - 1 foot	572667
4669-4404 - 6 inches	610810
1512H - 5 inches	610815
VF-34	578051
CH-338	578071
No substitute	578070
No substitute	578045
No substitute	578057
VF-40	578053

V-Drive Belts

Gates No.	Rover No.
8451	610368
8266	603767
8291	603713

Thermostat

Texaco No.	Rover No.
T-335XHT (195°)	610830

Air Filters

Gates No.	Rover No.
CA663PL (requires two)	605191

Engine Breather

Fram No.	Rover No.
G1	606168

Gasoline Filter

Fram No.	Rover No.
G2*	606168

* Use original fittings, and new 5/16" compression rings

Fuses

American	English
AGC 30/AGX 30	50amp
AGC 25/AGX 25	35amp
AGC 20/AGX 20	30amp
AGC 15	25amp
AGC 10	20 amp
No substitute	15amp
AGC 7½	10amp
AGC 3	5 amp

Further, Mr. Miller also has automatic transmission fluid level check instructions which apply to the 1971 3500S only. Anyone can have a copy for the asking by writing to: William P. Miller, 3256 South Hoyt Way, Denver, Colorado, 80227.

Land-Rover parts: Land-Rover owner and enthusiast Stanley Bleeker has the following recommendations to make concerning Land-Rover parts. He most highly recommends the following supplier and claims that he has an enormous amount of Land-Rover spares at reasonable prices. A free catalog is available upon request by writing to:

Atlantic-British Parts Limited
P.O. Box 109
Burnt Hills, New York, 12027
or call
(518) 399-8493

Additionally, Stan advises that Land-Rover owners may use the ANCO #329 windshield wiper blade to replace the current blade, but emphasizes that one specify the 10" length and getting the ANCO adapter to fit the Land-Rover wiper arm. He also suggests that the ANCO is better than the original.

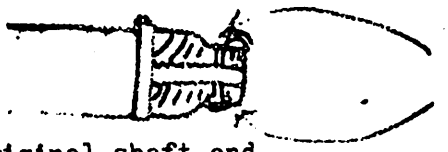
Stanley also advises that the J. Whitney catalog has many items to fit the Land-Rover, but doesn't suggest what these might be. He indicates that one should ask for Foreign Car Parts Catalog #21D by writing to: J.C. Whitney and Co.
P.O. Box 8410
Chicago, Illinois, 60680
or call
(312) 939-3282

Stanley claims that he will send more information in this area in the future. Also, Stanley has compiled a rather extensive list of books, articles, and brochures regarding the Land-Rover and will combine his information with the Association's for future publication in the Newsletter.

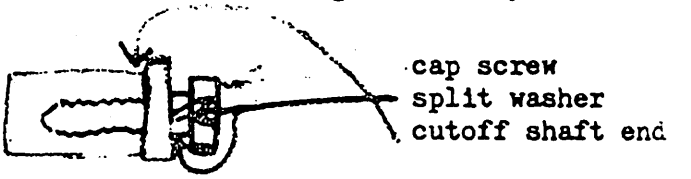
Member J.A. Williams suggests the following repair solution for difficulties with the old type of inertia starter which was fitted to the manual gearbox Rover 2000's, 3-litres, and Land-Rovers: This is the type that has a nut and washer which is locked by a cotter key to hold the starter gear and spring on the starter shaft. It has been common for the nut to eventually start turning itself off the shaft with repeated useage. Soon it would shear the cotter key and nothing would prevent it from turning itself entirely off the shaft as the starter gear engages and disengages. This would result in the starter gear bei.ng too far towards the end of the shaft and possibly sticking so that the starter would not engage the flywheel and thus be unable to start the car. The sarter would merely whir helplessly.

Mr. Williams indicates that in addition to the afore-mentioned the threads on the shaft would also strip as the nut worked itself off by the shock of the gear as it is thrown out of engagement with the flywheel when the engine catches. This thread wear would also prevent a really satisfactory repair job from being accomplished by merely putting the nut back on the shaft and putting in a new cotter key. One would find that the nut would make a very sloppy and loose fit. Mr. Williams also mentions that it is his feeling that some of these nuts are sufficiently tightened down against the retaining spring and that when this is so ths above situation doesn't occur. However, it appears that this is very seldom the case since this problem is most common with this type of Lucas inertia starter.

For a repair, Mr. Williams suggests the following: Cut off the threaded end of the shaft, drill out and then tap the remaining shaft end so as to accommodate a good size bolt, and putting this back in the shaft as a retainer for the retaining spring making certain that one applies Loctite to the threads and puts a split or lock washer under the bolt head. The following illustrations indicate diagramatically what he intends:



Original shaft end

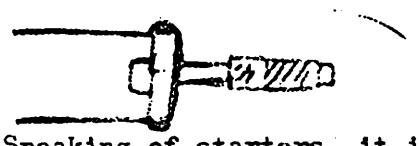


Mr. Williams' modification

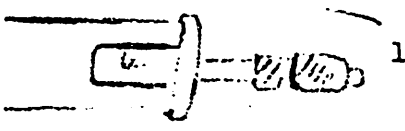
The "improved" type of Lucas starter uses an "O" ring to hold the retainer on the end of the shaft so the above repair isn't needed with this type of starter. However, the problem of the end piece coming off the end of the shaft hasn't yet been solved: We have known of numerous occasions when the "O" ring has been sheared in half. At least, however the shaft itself isn't damaged as it is above.

As we have indicated before, Lucas suggests that an engine timing problem can be responsible for an extra force when the starter gear is thrown out.

One worthwhile improvement that Lucas did make to the later model of inertia starter was additional clearance in the body for getting a socket and extension on the bolt head that attaches this unit to the bell housing. It is almost insane to work with the older starter in this regard since it lacks that extra clearance.



old style cut out in starter body



later type starter with larger cutou

Speaking of starters, it is difficult enough to remove from a 2000 series Rover (Land-Rover owners, please tell us your experience here), but the two can system's front flexible pipe mounting makes it even more difficult. It seems reasonable that engineers should take into account labor costs and ease of service in their designs but all too frequently don't. Has anyone tried to install this front mount not having seen one installed? Well nigh impossible.

A Betroubled Land-Rover owner complains: Following is a letter written by club member Bebe Platzner to British-Leyland Motors. It is quite self explanatory.

British Leyland Motors, Inc.
600 Willow Tree Road
Leonia, New Jersey, 07605

Attn: Sales Manager

Dear Sir:

For years I had yearned to own a Land-Rover. I have always loved the outdoors - and via movies and National Geographic magazine, I felt the Land-Rover to be "my" car. Last September this dream came true as I purchased this outstanding automobile.

Within three weeks it was back at the dealer for a complete piston repair. This was not the fault of the car but the ignorance of the dealer (Alamo Sports Car, San Antonio, Texas) as he (the owner, Mr. Walker) did not know, therefore could not tell me, not to drive over 35mph for the first 1,000 miles.

This car may trek through jungles, across deserts, and into 4'3½" of the Lower Zambesi River but it cannot survive on Mustang Island, Texas.

It has less than 13,000 miles and I have had to replace the following:

muffler and tail pipe
pinion sleeve
speedometer cable
emergency brake
alternator
back-up light relay
fuel cut-off solenoid

Also, because a small plug was left out of the front bell housing, the transmission had to be pulled to release the throw-out bearing that had froze on the shaft due to rust. And, at this writing it is again undergoing this operation. On the purchase of the car I had it undercoated, and it is rinsed thoroughly after every trip to the beach.

I still love this car - but between repairs and time-loss (as it is my only transportation) I would like to know if this is par for the course?

Sincerely,
Bebe Platzner

Well, Land-Rover owners, is it par for the course?

On the other hand, in a letter from Land-Rover owner Gary Guymon of Arizona we appear to get a somewhat different view. Just quoting parts of his letter we get this: "This love affair I have with my Rover (he just purchased a 1959 series II 88) is simply a carry-over from the appreciation I have for good engineering, something the average mid-20th century American seems to understand less and less as time goes by. .... My 14 year old Rover, in it's dignified and lethargic way beat the hell out of my friend's 3 year old CJ-5 (Jeep) on a road course last week. I just can't let this beast go to seed, if you know what I mean."

Which version is closer to the truth? There is no doubt that everyone is willing to make just so much of a sacrifice for what he values and the tolerance of each of us is different. Our owners' survey should prove interesting in this regard.

Parts For Sale:

Member Ronald Engleman has the following parts for sale: from a 1970 2000TC a complete windshield washer assembly, air conditioner and alternator belts, fiberglass fan shroud for air conditioned cars; from a 1970 3500S, a used, uncracked, undelaminated windshield, tinted - it has several microscopic pits on the outer surface. Contact Ron at: 42-22 Ketcham Street, Elmhurst, New York, 11373.

Member C. Brian Kapalin has the following Factory Workshop Manuals in stock and for sale:

Land Rover Parts Manual for Series II, IIa, III vehicles	$14.00 plus postage
Land Rover Workshop Manual, series II, IIa - Part I	$14.00 plus postage
Land Rover Workshop Manual, series II, IIa - Part II	$14.00 plus postage
Land Rover Workshop Manual, series III - Part I	$14.00 plus postage
Land Rover Workshop Manual, series III - Part II	$14.00 plus postage
Rover 3-litre Workshop Manual	$20.00 plus postage
Rover 3500S Workshop Manual *	$18.00 plus postage
Rover 2000SC, TC Workshop Manual *	$16.00 plus postage

Note - the Land Rover manuals designated Part I covers the engine/gearbox/clutch
the Land Rover manual designated Part II covers the axles/body/instruments
the asterix indicates that the volumes are on order

Additionally, the Autobook manuals covering the same vehicles are available for $7.95 each as opposed to the list of $8.95. At this point the stainless steel exhaust systems for Rovers and Land Rovers will soon be ordered; any interested member please write and reserve. Prices and further details upon request.

NEW MEMBERS:

Alvin Babbitt	309 Mercer Avenue Northglenn, Colorado, 80233	1970 3500S
Henry di Bevilacqua	247 De Kalb Avenue Brooklyn, New York, 11205	1973 Land Rover 88 series II
Stanley Bleeker	2405 E 63rd Street Brooklyn, New York, 11234	1971 Land Rover 88 series II
G.W. Carraway	Route 3, Box 404 Rose Addition Ashland, Kentucky, 41101	1967 2000TC
Gary Guymon	7810 E. Willetta Street Scottsdale, Arizona, 85257	1959 Land Rover 88 series II
John E. Hanna	1580 South Monroe Street Denver, Colorado, 80210	1958 Land Rover 88 series I
C. Johnson Moore	P.O. Box 348 Wilson, North Carolina, 27893	1970 3500S
Bebe Platzner	P.O. Box 944 Port Aransas, Texas, 78373	1972 Land Rover 88, series II
Ronald Rich	43507 North Sierra Highway Lancaster, California, 93534	1970 3500S