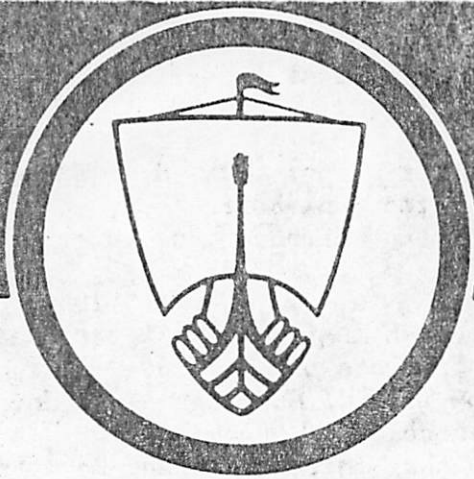


ROVER OWNERS' ASSOCIATION

OF NORTH AMERICA



107 Oakland Road
Maplewood
New Jersey 07040

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We would like to thank all of those members who responded to our last request for correspondence from the membership. Of course, we still need as much cooperation as we can get. We would like to welcome all new members as well as thanking old members for renewing.

We have finally been able to get our Rover and Land-Rover Owners Survey completed and you will find it attached to this newsletter. We would ask the membership to fill this out at their earliest possible convenience and return it to us. We have enclosed additional copies for those members with more than one Rover product.

Some Land-Rover Queries: Member Wolfgang Klien has posed the following questions to any of the membership who might be able to assist him. His questions concern the Land-Rover 109. He asks:

- 1) Tires. We all know that tire sizes up to 15" rim diameter are considered passenger car sizes and, consequently, all kinds of brands, types of construction, and price categories are available. From talking to some Landy "88" owners here in Phoenix I understand that radials make a heck of a difference in ride comfort and tread wear. Besides that they behave a lot better in sand than conventional tires. I've heard most positive comments about Sears' steel belted radials (made by Michelin) which gave up to 60,000 miles. But the question is now: What do we Landy "109" owners do with our beasts that are equipped with 16" wheels? Anything this size is considered a truck tire and has certain limitations. On my own "109" I use Goodyear retreads with Mud and Snow profile in the back (8-ply nylon, \$25 apiece, good for 35,000 mi.) and Viking Stopp tires in front (Swedish make, 6-ply nylon, \$27 apiece, good for 30,000 mi.) Both Makes seem to do what they are supposed to and I have never had a flat (including Alaska Highway, Trail driving in Arizona, etc.). Now that I am getting ready for a new set of wheels I wonder if there is anything comparable to a passenger car tire, in other words, a 7.50 x 16 radial tire that will fit my Landy. Does anybody have some information or first-hand experience?
- 2) Auxiliary Gas Tanks: These handy extensions of your driving range are available for just about any 4wd except Land-Rover. I am in the process of getting a 13 gal tank fitted under the passenger seat of my 109 Landy, which will cost \$95.00 completely installed. But I still wonder if there isn't anybody out there that knows more, or different tricks to solve this problem.
- 3) Up the performance of your Landy. Again, all kinds of things can be done to any other 4wd with specialties readily available to the enthusiast. I am primarily thinking of exhaust systems, headers, carburetors, and modifications to the engine itself. If anybody knows about these things - come out and speak!

Anyone with details can contact Mr. Klien at: 3219 E. Earll Drive, Phoenix, Arizona, 85018. Contact the club also!

Land-Rover Information: Cdr. H.W. Lineback offers the following information and cross-reference for the Land-Rover "88", series IIA with gasoline engine:
Oil filter cross reference: Purolator MF-221

AC #72

NAPA #1099

He also indicates that the light tan Land-Rover color is matched in touch-up paint by Dupli-Color Products of Elk Grove, Illinois in their number DS-FM 92 paint which was used for 1969 T-Bird, Morning Gold color and 1970 Ford, T-Bird, Mercury, and Continental as Light Gold color.

He indicates that this model Land-Rover's dwell angle should be set to between 58 and 62 degrees. According to Cdr. Lineback you can replace the Land-Rover battery with one that fits any of the following cars: 1963-71 Buick, 1965-71 Cadillac, 1965-71 Oldsmobile, 1956-71 Dodge, 1955-56 Chevrolet, 1956-71 Chrysler, or 1955-58 Pontiac. He advises that Stewart Warner direct reading oil pressure gauge can be readily installed on the Land-Rover with minor fitting modifications the the oil filter.

Cdr. Lineback also has a recommendation for eliminating ignition noise in AM, FM, CB radios: Use carbon center ignition wire. Modify the ends to fit the distributor cap by using a 3/8 inch washer soldered to the pich-on caps. Note: The wiring must have large bends to prevent a breakdown of the carbon center. Carbon center break down can usually be determined by a surging in the engine when operated in first gear on level ground at around a constant ten miles per hour. The normal price of this wiring is generally less than one dollar for six feet according to Mr. Lineback.

Finally, Mr. Lineback has a question: He would like to know what normal oil consumption is for the Land-Rover series IIA 4-cylinder gas engine with approximately 20,000 miles on it?

Historical facts: These facts pertain to the development work carried on in the 3500. Before the 3500 appeared, a good deal of experimental work was carried out with a six-cylinder P-6 (Rover model designation for the 3500), which had the factory code name P-7. Its engine was simply a 2000 unit with two extra cylinders; it had a three carburettor head and developed 152 b.h.p. as installed in the car. Despite its increased length, fitting it into the P-6 bonnet caused no particular problems. Extracting air from around it was another matter, however.

With the standard P-6 final drive maximum speed of the P-7 was around 116m.p.h., but with a special 3.36 to 1 axle its designed (and obtainable) maximum was as high as 128 m.p.h. The 0 - 100 m.p.h. acceleration time - with standard 3.54 to 1 axle - was 35 seconds. By contrast the 3500S with 185 b.h.p. and automatic transmission is capable of 120 m.p.h. and will accelerate from 0 - 100 m.p.h. in under thirty seconds. Additionally, Rover got off quite cheaply in the purchase of all the patents, dies, etc. for the aluminum Buick V-8. Buick had reportedly spent nearly 35 million dollars in development and Rover got the whole deal for approximately 5 million dollars. Reportedly, it was a New York-based Rover dealer who originally proposed the V-8 idea and the Buick V-8 to Rover. The dealer's name is Frank deLangton.

Books: It is our understanding that Automobile Quarterly magazine is planning an article on the Rover Company in one of its upcoming issues. We are sure that they will do their usually fine job on it and it should be an interesting item for the membership. As a result, the club plans to make a number of copies available to the membership at \$5.95 when it is published. We'll keep you posted.

Although not specifically of Rover interest a book has come to our attention that might be of general automotive and tool-handling interest to members with children. A book entitled THE BUFFY-PORSON: A Car You Can Build and Drive is available from the club for \$5.95. It details how to construct a fine unmotorized, downhill racer that looks quite like an MG-TC. It includes plans, step-by-step photographs, list of materials, and text. It can be built from a few pieces of readily available lumber and readily available hardware.

Rover 3500 Estate Wagon: Although the existence of an Estate version of the Rover 3500 has been known for some time this is our first chance to print some specifications and pictures. The car is actually known as the Owen Estate Version of the Rover 3500; it is a conversion which is available from H.R. Owen Limited, Melton Court, Old Brompton Road, London, S.W. 7, England. It is available either as a completely finished new vehicle with full factory warranty, converted from a production-line 3500 or 3500S to the customer's specifications or as a conversion of an owner's 3500 or 2000 series Rover. In either case, whether it be for the conversion of a new Rover or a used one the conversion cost remains the same. The present cost of the conversion is 1375 British Pounds Sterling. This sum includes the British Value Added Tax and it is our understanding that this Value Added Tax would not apply to an export order, which should result in a considerable savings over the above-quoted price. As can be seen by the following photograph the lines of the car are not destroyed by the additional coachwork; the best view of the car, perhaps is the rear-quarter view which appears on the next page.

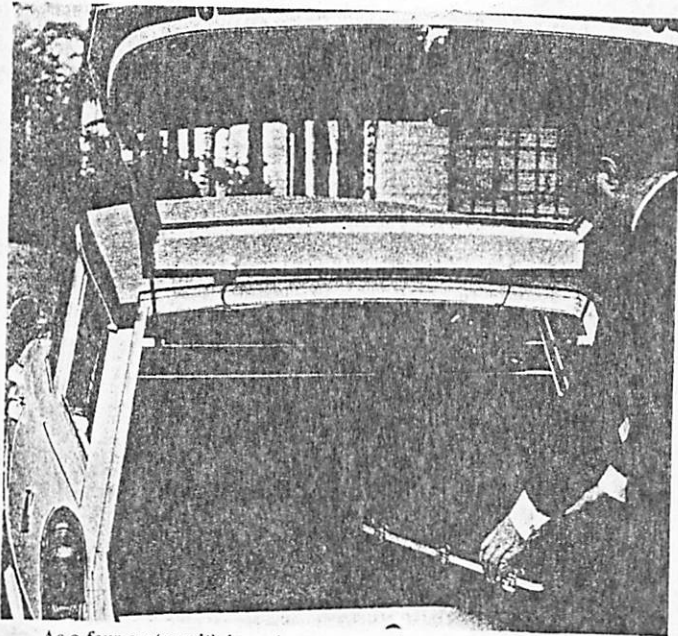


According to the brochure, the Owen Estate Version of the Rover 3500 is felt to be a vehicle which will fulfill the requirements of those who desire luxury motoring but also require their motorcars to have an extra large luggage carrying capacity. Built on the proven 3500 chassis, the Owen Estate Version carries through the elegant lines of the saloon model which almost gives it the appearance of a fast-back. This line is emphasized by the black fabric-covered roof which gives the vehicle an added air of distinction and complements the black sill.

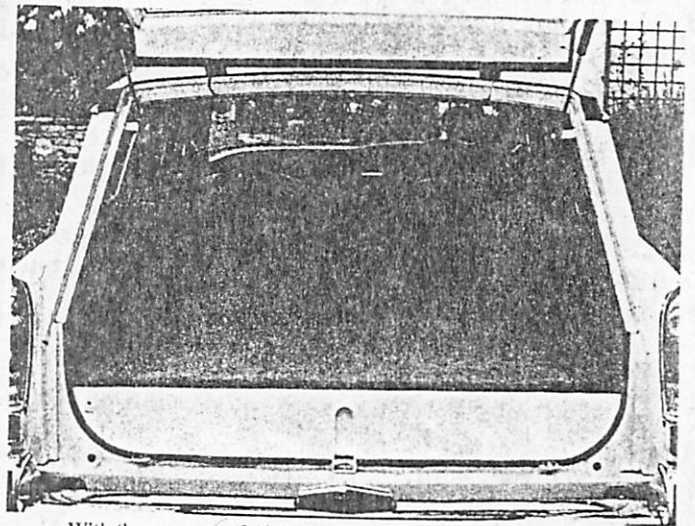
The rear seats, which are of the contoured bech type with a folding center armrest, are comfortable and give the rear passengers plenty of legroom. The rear seat folds down when the full capacity of the luggage space is required. Easy access to the luggage space is provided by a lift-up tailgate which has been designed so that a tall man may stand under it with ease when it is open. The tailgate rear window is fitted with windscreen wipers and washers as standard. The heated rear window is Triplex Hotline.

The luggage area is fully carpeted and has a capacity of 49.5 cu. ft. - just over three times that of the standard saloon. Further luggage space may be provided by a roof rack for which fixing points are fitted as standard. As optional extras, an interior dog grille and a large rubber mat for the rear compartment are available. Additional optional extras include the Coenen metal sliding sun-roof, Webasto folding sun-roof, and chromium purpose-designed roof rack.

Additional photographs of the 3500 Estate show the luggage area:



As a four-seater with large luggage compartment for family touring.



With the rear seats folded down, a 49.5 cu. ft. luggage capacity.

and the fine rear quarter view



FOR SALE: Bebe Platzner has put her 1972 Land-Rover "88", series III up for sale. It has a light green body with beige tropical roof. It has the five original tires plus four custom-made wide rims and Mickey Thompson 11" wide tires. The car has less than 14,000 miles. Mrs. Platzner indicates that for the last month the car has sat in the garage while Atlantic-British parts and British-Leyland tried to find a throw-out bearing.

Mrs. Platzner explains that her reason for selling is the trouble it has cost her. She says that her repairs to date, not counting long distance telephone calls and time loss are a little over \$500. She says that when it runs it really performs and with the wide tires it can go anywhere on the islands. She likes the prestige of owning the Land-Rover but mentions that she is a school teacher supporting a son and the Land-Rover is a drain on them. She won't give it away, but feels that it needs a home off the island and someone who understands and can tinker with it. P.O. Box 944, Port Aransas, Texas, 78373.

WANTS:

Member John E. Hanna is looking for the name of a Rover/Land-Rover dealer in the East or Canada who has been in business since 1958. 1580 So. Montoe St., Denver, Colorado, 80210.

New member Richard Le Feure is looking for a good Land-Rover 4 cylinder engine to install in his Landy "109". Contact him at: 604 Windermere Avenue, Interlaken, New Jersey, 07712.

NEW MEMBERS:

Atlantic-British Parts of California	P.O. Box 91 Valley Center, California, 92082	1960 Land-Rover "88", series 1970 Land-Rover "88", series
Walter J. Glenn	Star Route, Box 242 Tafton, Pennsylvania, 18464	1970 3500S
Jack K. Grimm	Route #1, Box 337C Evergreen, Colorado, 80439	1969 2000TC
Richard Le Feure	604 Windermere Avenue Interlaken, New Jersey, 07712	1967 2000TC 1967 Land-Rover 109, six-cyl.
Dail W. Mortimer	850 Grove Street Denver, Colorado, 80204	1967 2000TC
Anthony Touart III	Box 434 Laconia, New Hampshire, 03246	1973 Land-Rover "88", series

RENEWAL MEMBERS:

Arnold Betbeze	1305 Scout Road Hixon, Tennessee, 37343	1965 2000SC
Virgil M. Campbell	5170 Leavenworth Street Omaha, Nebraska, 68106	1967 2000TC
Robert Ulanoff	31 Savage Road Kendall Park, New Jersey, 08824	1965 Land-Rover "88", IIa