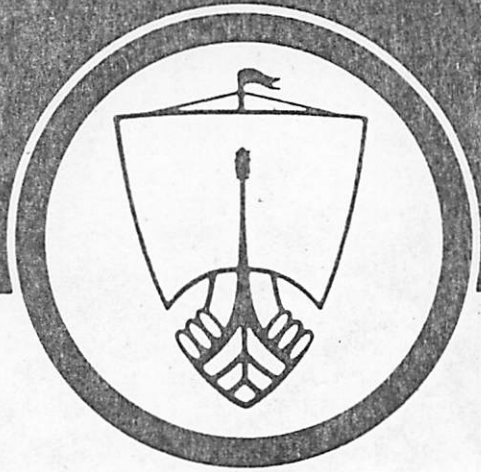


ROVER OWNERS' ASSOCIATION OF NORTH AMERICA



167 Oakland Road
Maplewood
New Jersey 07040

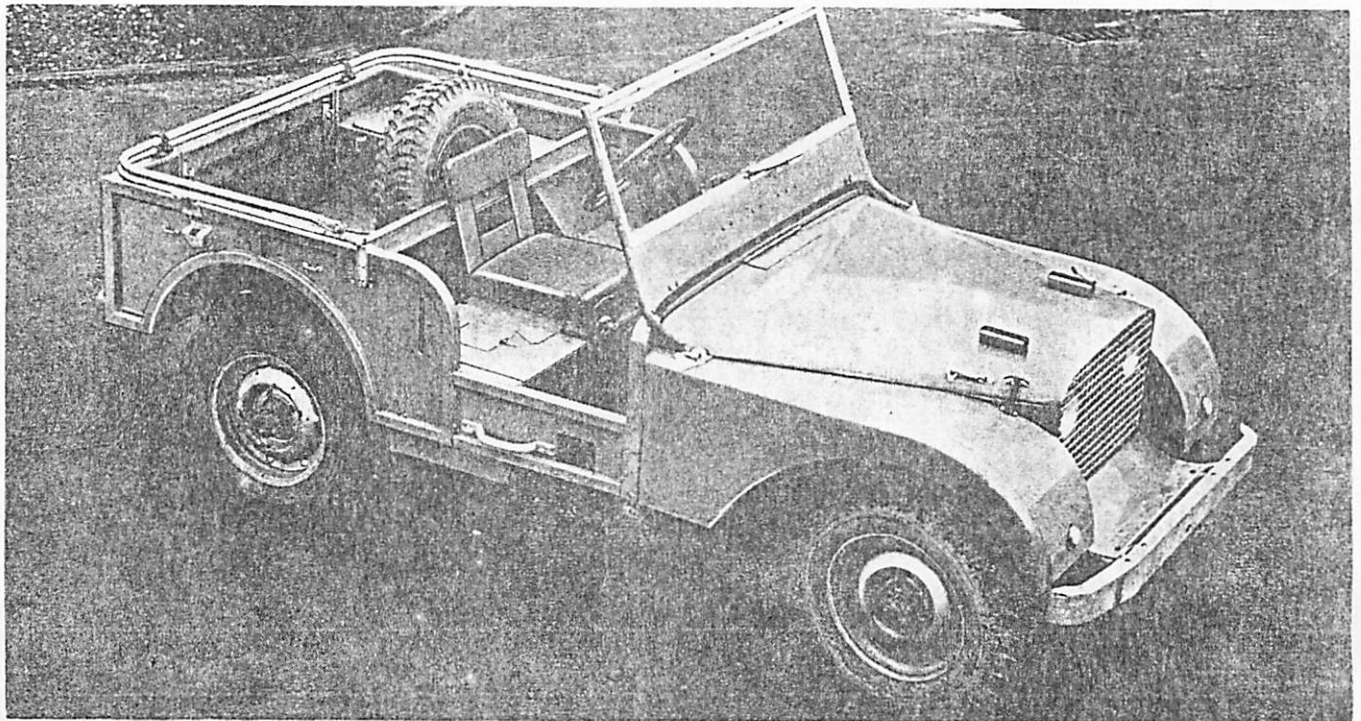
Volume III, Number 3

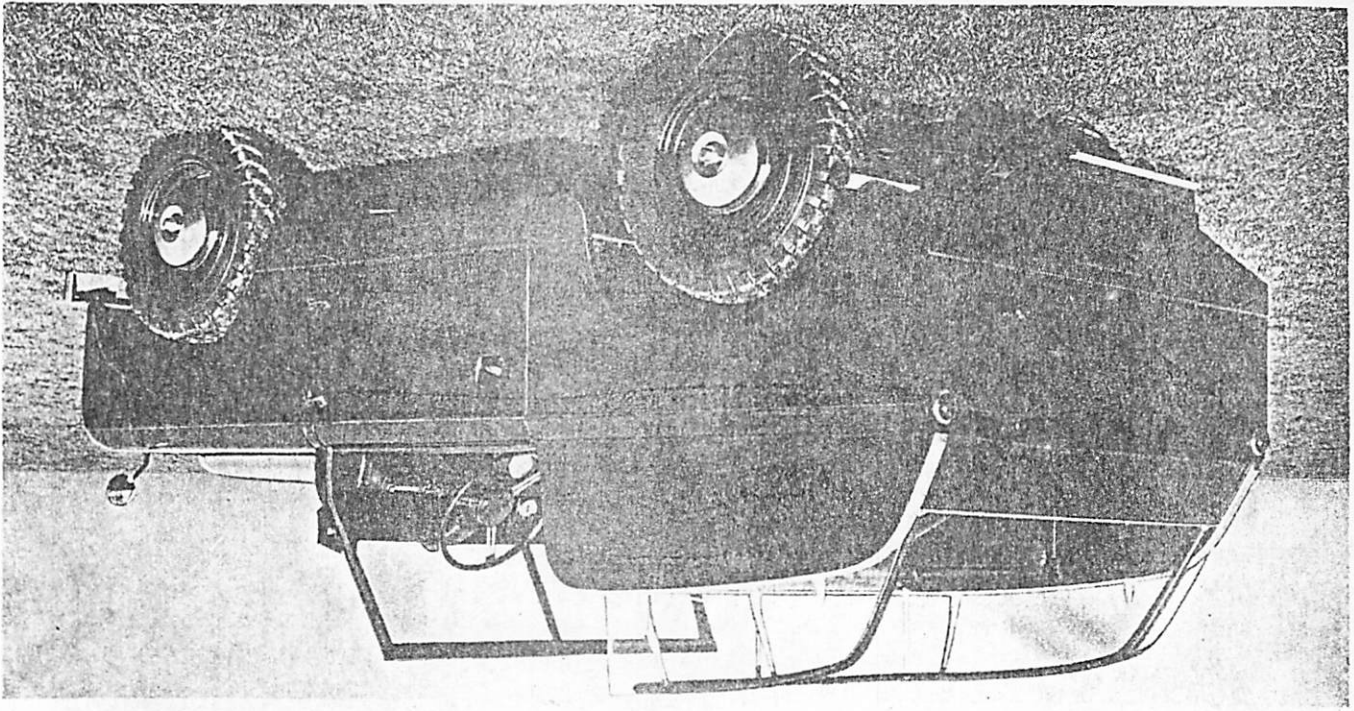
April, 1974

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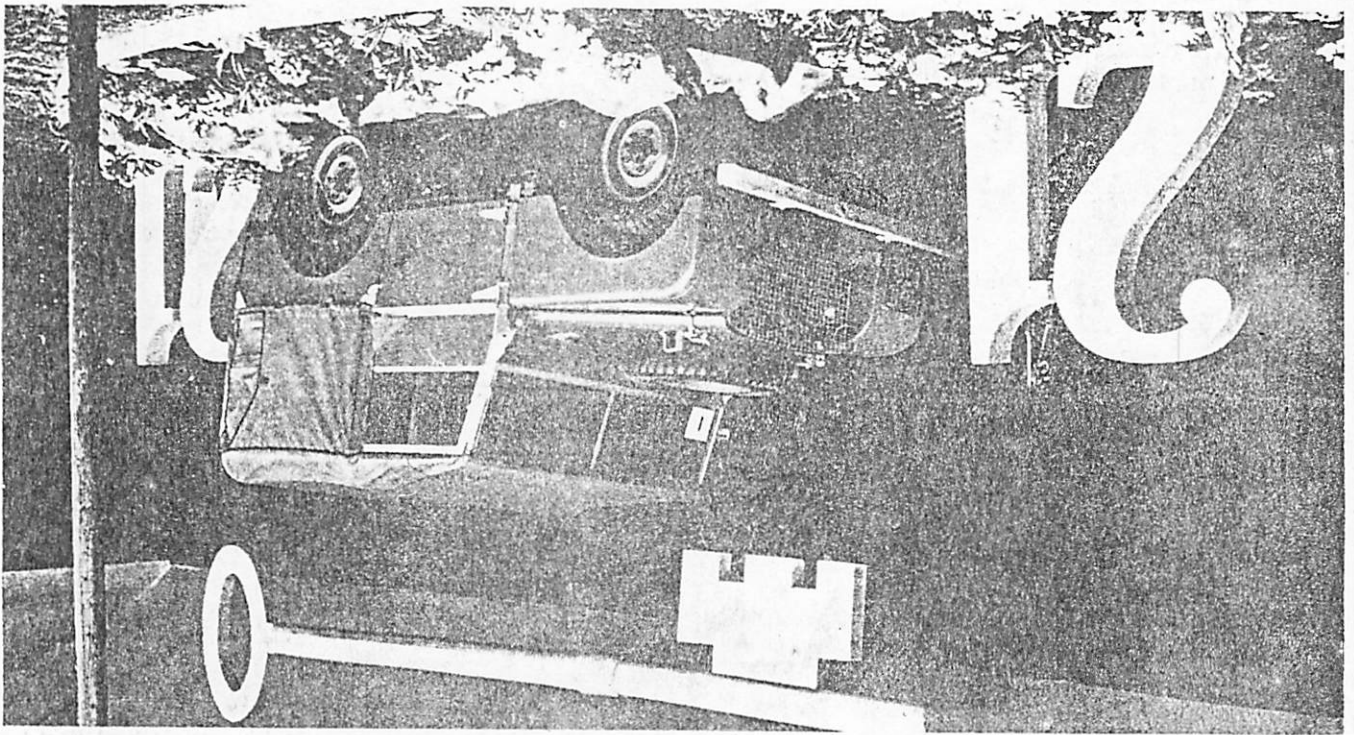
Since we've had such a great response as of late regarding membership interest and letters we've expanded this month's coverage. We thank all of those members in particular who have sent correspondence. We would remind members that they can submit their owners' surveys as soon as they are able to complete them. For any member with more than one Rover vehicle who did not receive enough survey forms please let us know and we will forward more to you. We hope to devote the better part of an upcoming issue to the results of this survey.

Since so much of this current issue is devoted to the Land-Rover we thought it fitting to reproduce several photographs. The first is of a prototype Land-Rover seen in 1947:





And a rather unusual factory conversion performed on a series II "88" for use by H.M. the Queen during her visit to Canada in 1959:



Below is a photograph of the first production Land-Rover at the time of its 21st birthday celebration in 1969:

The following is part of a letter from a fellow member, Reginald D. Manwell of Syracuse, New York, regarding the experience of his family and Rovers:

I am glad to renew my membership in the Association. I still drive Rovers and so does my son Henry, who lives in Liverpool, New York, a village adjoining Syracuse. He has been engaged in restoring a 1947 Rover, and was able to get needed parts from the Rover Sports Register of England, to which each of us belongs. Except for repainting the body that job is almost complete. He also owns a long-wheelbase Land-Rover with six cylinder engine. This has proved to be an exceedingly serviceable car, both here and in the mountains of Colorado, although it has not been without some service problems.

The latter have included mainly broken springs and broken rear axles. He does his own repair work, and in Colorado he was able to get good parts service from the West coast British-Leyland warehouse, and moderately good service from their Denver representatives. Rear axle replacement is a very easy job; I have seen him do it in little more than fifteen minutes.

My cars include a 110 and a 2000TC. Parts for the former (a 1964) are now quite hard to get, some virtually impossible, though this was not the case until Rover and British-Leyland merged. Fortunately, it has not needed many, and has now almost 100,000 miles on the clock. Electrical parts, such as points, and parts such as oil seals are available locally. So are oil filter elements. It has proved a very good car, though not quite as good as the 95 I had previously or the 90 I had before that.

The 2000TC has given its share of trouble, but it is a nice car to drive. A new pressure plate was required after about 30,000 miles, as well as a new differential. The latter difficulty was probably caused by locking brakes (fortunately it happened in the driveway and not on the road) due, in turn, to the unexplainable loss of a release valve for one of the brake-assist cylinders. An old 2000 purchased for parts at \$100 solved the parts problem on that. Transfer of rear ends proved a rather easy job.

I still like Rovers!

3500S Overheating Problems: Has any 3500S owner experienced overheating problems with his vehicle? Member David Blevins, 3600 Shallowford Road, Chamblee, Georgia, 30005 has had such difficulties. He reports that it overheats in the summer with annoying regularity. He has found no leaks in the cooling system and says that in summer driving there is a slow build-up of heat and on a long trip the limit is eventually reached. He indicates that he runs 100% anti-freeze, the car is without a thermostat, and in a good state of tune. He cannot use the air conditioning at all due to the overheating problem. He is interested in hearing from other 3500S owners as to their experience in this area.

If the Borg-Warner Automatic Transmission Center listed earlier in this issue cannot provide adequate information and/or assistance one may wish to contact:

Borg-Warner Limited
Transmission Division
Jubilee Road
Letchworth, Herts, SG6-1NH
England

Cape Cod Sand: Member A.A. Kamishlian advises the following. The Cape Cod sand in most places does not have a bottom and is light, very much unlike that encountered on Long Beach Island, New Jersey. No snow or high traction tires are allowed. Tire pressure should be 6 - 8 psi. One must have tow rope, shovel, jack, and the Massachusetts Beach Buggy Association recommends an 18"x18" jack stand. During July to September the sand is very churned up due to useage. Try 2n - 3rd gear, low range. Rev up before an incline. If stuck use 1st gear low with the engine barely turning over.

Another Land-Rover Owner Responds: Mr. and Mrs. H. Michael Greenfield had this to say regarding their Land-Rover in a recent letter:

In May, 1973 my wife and I decided to fulfill a dream both of us have had for many years and purchase a new Land-Rover. Both of us enjoy camping and own a horse, so owning a 4WD vehicle such as a Land-Rover would be ideal since it would be a multi-purpose auto.

The dock strike was in progress in Great Britain, so there was only one dealership in Northeastern Ohio that had any Land-Rovers. They had a never titled 1972 series III model 88. We viewed it in their showroom and liked what we saw. (May we interject that we must be careful what we state from here-on-in since this has become a legal problem.)

That Land-Rover has been a problem from the day one. Parts and options missing from the auto after date of purchase, mechanical problems personified, and terrible reactions from the dealership and manufacturer. This is much to our disappointment and dismay.

We purchased the auto when we resided in Cleveland and the dealership is in this metropolitan area. But, we then moved to Akron, Ohio, where there are two dealerships, but the parent-company insisted that we still deal with the people in Cleveland. Well, between the cost of gasoline, our time, the hour drive to Cleveland, and the unsatisfactory dealership in Cleveland, we have passed our tolerance level.

Any other auto manufacturer would go out of their way to satisfy the customer. They also would let one go to an authorized dealer in the city where one resides. What if we had moved to Chicago?

With all due respect to Mr. Ford, we had a Mustang and even that did not incur the problems of this Land-Rover! The jungles of Akron must be as bad, or worse than, those of Mr. Siskind in Baltimore. (see Volume III, Number 1 of the Newsletter)

Below is a list of problems with the "Rolls-Royce of 4WD vehicles" that come to mind as problems that have occurred to ours since the date of purchase and have not been rectified:

leaky windows	vehicle rarely starts in morning
chipped paint	constantly putting oil in crankcase
shabby touch-up paint job on roof	windshield wipers do not work properly
no gas gauge	seat adjustment on driver's side does not work
no horn	terrible grinding in rear end which is a sign of a defective differential
a 'mind-bending rattle' in dash	
lack of windshield washers	

We realise that, like man, no machine is perfect, but this is ridiculous! We purchased the auto because it was advertised as being highly durable, trouble-free, and long-lasting. We would not enjoy taking this auto anywhere in the world.

What really angers us is that this British company wants to peddle their product in the U.S., collect lots of U.S. dollars, but they don't want to have qualified dealerships to back up their product and warranty! Just let a U.S. firm try to pull that tactic in Britain or anywhere else. Evidently, Great Britain has arrived at the point where it cannot handle day-to-day life? Possibly, they should think about producing Land-Rovers bound for the U.S. and Canada right here in North America where we demand a good product that is backed up by the producer.

We are going to fight this thing until it is rectified. We are also going to contact Ralph Nader, the Better Business Bureau, the U.S. Commerce Department, and all other consumer action groups and any other organisation that will listen and do something. We suggest others do likewise until they extract some satisfaction.

Land-Rover Owner Responds (cont'd):

We basically like the Land-Rover. Believe it or not, we still think it is a superior product overall, but this dealership problem and the little problems with the auto that add up to big ones is what is so aggravating. British-Leyland could do much better in the U.S. marketplace if they would get themselves together.

One Member's Evaluation of the Land-Rover: Member J.F. Katenkamb of San Pedro, California has the following to say with regard to the Land-Rover and Land-Rover ownership:

I notice from reading some of the back issues of the newsletter that some members are dissatisfied with the reliability and durability of their Land-Rovers. Of particular interest was the plight of Ms. Platzner, who had suffered major engine and clutch problems within 13,000 miles. These two problems could have been avoided had the selling dealer and Ms. Platzner both been familiar with the owner's manual which gives detailed break-in procedure and also warns the operator to fit the drain plug (supplied with the vehicle) into the bell housing prior to wading in deep water.

The Land-Rover is one of the few, if not the only 4WD vehicle in the world that is not a family toy, i.e. Blazer, Bronco, Jeepster, Commando, etc. These vehicles are designed to cruise at 80 M.P.H. on the highway (the Land-Rover is not designed for the highway), roar up steep hillclimbs for fun and sport (the Land-Rover is designed to go from point "A" to point "B" safely and in a business-like manner), and get the family home by Sunday night for the week's work ahead (the Land-Rover is not designed to come home in order to go to work).

The secret of trouble-free Land-Rover ownership is common sense and careful maintenance as outlined in the Owner's Handbook!

I bought my first Land-Rover new in 1965; it was an "88" softtop. When I picked it up it had been "serviced" by the dealer. I drove it home slowly, parked it in the driveway, and promptly changed the oil and filter (not knowing what had been put in by the factory), topped up all the driveline members, and drove it by the owner's book from that time on, except for a new oil filter at every oil change instead of every other.

I kept this marvellous vehicle until 1970 (at which time I sold it to a close friend) having done the following to it over the years:

- one new set of cooling water hoses - 1968
- one set of generator brushes - 1969
- four sets each - plugs, points, condensers valve grind - 1969
- one new sealed beam - 1969
- one new soft top - 1969
- new ball joint rubbers, control lever boots, fan belt, and re-solder leaking radiator tank - 1970

and much periodic maintenance!

My present Land-Rover, a 1968 6-cylinder "109" Dormobile, of which I am the third owner, was originally purchased in England and saw its first 21,000 miles there. The service records that came with the vehicle (very complete) reflecting work done during that time indicate (aside from normal maintenance) the following:

- correct faulty dipper switch
- correct leaking steering box - loose fixing nuts
- replace burned out bulb
- re-line brakes at 20,000 miles
- new exhaust pipe

Land-Rover Evaluation (cont'd):

From 21,000 miles, the Rover was driven in England by its second owner, an American, and then, via ferry across the English Channel to France, through Europe and the Middle-East, over the Himalayas to India, and then to Los Angeles by ship. Total repairs:

- cooling water hoses
- points, plugs, condenser
- maintenance !!
- new battery

At 38,000 miles, in September of last year, I bought the Rover from its second owner and had to do the following:

- thorough cleaning
- four new Dick Cepek wide wheels and 11.00 x 15 Armstrong Tru-Track tires
- points, plugs, condenser, and plug wires
- rebuild water pump and clutch master cylinder
- change all oils, grease, fluids, filters, and cooling system water

And that's it! The car is in near perfect condition. I drive it every day. Neither of my two Rovers have ever once failed mechanically (i.e. broken down on the road), caused me problems, or done anything unexpected in any way!

A Land-Rover is beautifully engineered and built with the finest of materials and must be operated and maintained as such.

Incidentally, the wheels and tires referred to above may be ordered from Dick Cepek. These wheels are built around genuine Land-Rover centers and with the Armstrong 11.00 x 15 tires I have been using no modifications to the Rover (either 88 or 109) are necessary. Traction and handling characteristics are marvellous! These tires and wheels should be standard equipment! Brand new tires, tubes, wheels, and mounting and balancing can be had for around \$250 to \$300 per set of four depending upon type of tire, freight costs, etc.

Mr. Katenkamb's letter also included a price listing of wheels from Dick Cepek. The prices are as follows for black painted wheels:

15" x 6"	(7" outside) one piece rim wheels	15.95
15" x 8"	(9" outside) one piece rim wheels	18.95
15" x 10"	(11" outside) one piece rim wheels	21.95
15" x 12½"	(13½" outside) one piece rim wheels	32.95

From the data we received Dick Cepek also offers these wheels in chrome. Additionally, he offers many complete deals involving tires, wheels, etc. at special prices. Interested members would do best to contact Mr. Cepek directly at the address listed earlier in this newsletter.

Land-Rover Suggestions: Member Bob Ulanoff of Kendall Park, New Jersey has the following advice to offer regarding some queries that we've had in the past. First, he indicates that for the "109" Gates wide Commando XT's on 16" rims - 10:00 x 16 on 8" wide rims will fit; also, they have a less wide Camper tire that doesn't require such a wide rim. He adds that he had over 70,000 miles on his before having them recapped. (He still has these recaps mounted on 16" rims in the event that any club member is interested: contact Bob at 31 Savage Road, Kendall Park, New Jersey, 08824). Regarding gas tanks, he mentions that the ten gallon tank from an Opel Kadette would fit nicely in the front or rear fenders of the 109. Any wrecking yard should have one. Finally, regarding performance equipment: There is an adaptor to install a Chevrolet V-8 in your Landy; available from: Advance Adaptors, Inc., 12120 Woodruff Ave., Downey, Cal., 90241. Or, if you prefer to keep everything Rover, a Rover 3500 V-8 conversion kit available from: Mr. Joseph Davy, 3 Antoinetta Crescent, Witfield, Boksburg, Transvaal, Republic of South Africa.

Another Landy Owner Responds: Member A.A. Kamishlian Of Watertown, Massachusetts shares some of his Land-Rover experience with us. He lists some of his personal modifications to the vehicle as: stainless steel plate below gas filler with lock, narrow scoop plate on heater inlet, stainless steel headlight guards, rear window wiper and defroster, air compressor, stainless steel antenna bracket, Devcon zinc paint on galvanized areas, high lift jack, inside fishing rod straps, air bottle, twin air horns, flourescent portable light, large ski-mobile compass, bumper mounts to hold two surf boards, as well as various Land-Rover options such as flares and towing gear.

Since Mr. Kamishlian is a seaman and marine machinist he offers the following regarding Volume III, Number 1's towing article:

The exerpt from Anthony Wnad's article was confusing. All of the 2 and 4WD vehicles that I've pulled out of the sand weighed more than mine. I now use two nylon tubes to tie to the vehicle with two nylon lines running from that to my pintle pin. A large diameter mountain climbing rope is good because it stretches safely 40%. This gives me more pull than with two wires or chains, and the shock is much less.

he also summarises some of his maintenance experience with his Landy:

In 21,000 miles I've had three cracked exhaust manifolds and two windshield washer pumps fail. Trico sells the pump in a separate mount for about \$8.00 (WA-12) at independent auto stores. Just drill out the rivets and screw in.

At 21,000 miles an exhaust valve burned out because the throttle prop stem broke and the solenoid-operated fuel cut-off jammed.

Brakes wore out at 18,000 miles; I have a light foot.

I'm presently using a 190° thermostat with stainless adaptor ring because of the 0° to 30° F weather. Engine oil temperature reaches 140° after one hour.

The clutch fluid reservoir cap vent hole is directly below the outer plastic cap vent. I filled the plastic cap vent in and drilled another one $\frac{1}{2}$ " away because water was dripping in.

I broke two left side headlights, so I made guards. The threads in the aluminum strip out and air leaks in: Heli-coil it with $\frac{1}{4}$ -20 thread. This last sentence pertains to the threads of the locking bolt on the rocker cover breather.

Keep the oil very low in the swivel pin housings. I've found that it will leak out and get in the brake shoes

I've found no high temperature, zinc, or stainless paint that will stay on the muffler.

Some 3500S Comments: Member and 3500S owner Ron Engleman of Elmhurst, New York has the following comments regarding his experiences with his 3500S:

Got tired of frequently repairing/replacing the rear, bumper mounted license plate lens and light assembly, which was constantly being bumped by other cars on the New Yor City streets. Finally removed it entirely and installed a \$3.00 light unit from a local parts store. This unit fit on the trunk over the license plate and out of harm's way. I suggest this modification to others faced with similar problems.

Found that a 24F size battery fit my car better than a 22F or 22FC.

What does one do about the congenitally defective/inadequate AED automatic choke in the 3500S. The local dealer wants about \$100 in parts to replace it and gives no guarantee of improved performance in starting compared to the present unit. Can anyone suggest a remedy? Mr Engleman's address: 42-22 Ketcham St., Elmhurst., N.Y., 113

Even with a new windshield I still have the streaking problem I mentioned before, despite very frequent thorough cleaning with ammonia and very frequent blade replacement. Any ideas?

Some Comments on the Land-Rover: C.E. Roberts of Patuxent River, Maryland has these comments regarding his 1972 Land-Rover "88" series III:

I just returned from a 5200 mile trip in my Land-Rover (from Maryland to Salt Lake City and back) in totally adverse circumstances and only experienced one mechanical problem - my gas line froze. That's more of a comment on the gas than the car.

Anyway, on a long road trip, in heavy snow most of the way, many long stretches of icing, and temperatures going to -20 degrees, the Land-Rover just kept churning along. We got pretty cold inside the car, but then it's not really insulated for these conditions. It appears to me that a long road trip like this is completely outside the car's design function, but we hacked it beautifully. And the off-road performance in sage brush and deep snow while we were out there really helped to make Land-Rover converts of the two boys that I was hunting with.

I ought to have my head examined for even considering a Jimmy or Blazer before I settled on the Land-Rover. The only trouble I have had since the original purchase in October, 1973 has been replacing the speedo cable while under warranty. I understand that was a common trouble with the 1973's and that a 2" or 3" rerouting of the cable has cured that ailment. I can't help but firmly believe that we own the best 4WD beast in the world.

Additionally, both Mr. Roberts and Mr. Norman Lewis of Golden, Colorado list as an excellent source of tires, wheels, and other accessory items DICK CEPEK, PO Box 1181, 9201 California Avenue, South Gate, California, 90280. His illustrated catalog is for free and he has wide wheels (e.g. 8x15 and 8x16) to fit the Land-Rover. Another source Mr. Lewis mentions for wide wheels is: CON-FEVV, 300 North Victory Boulevard, Burbank, California, 91502.

Mr. Lewis has also compiled an oil filter cross-reference chart for the Land-Rover and mentions that it disagrees on one or two points with a chart we published in Volume I, Number 2 of the Newsletter. In any case, here it is:

Series I: 1.6 and 2 litre petrol (1948-1954) Series IIa and III: 2½ litre petrol, diesel
AC 1530021 ZS-1 (short filter element)

Series I: 2 litre petrol (1955-1958)

AC FF24

Fram CH 853 PL

Purolator MF 141 A

Hastings P 189

NAPA 1315

Baldwin P-188

Wix P-188

AC 72

Fram CH 834 PL1

Hastings P-186

Purolator MF 221 A

Perkins 30267, 32599

Wix CW-99MP

NAPA 1099

Series IIa, III: 2.6 litre petrol (6-cylinder)
same as Series I, 1955 to 1958

Series I and II: 2 litre diesel

Series II: 2½ litre petrol and diesel
(long filter element)

AC FF50

Fram CH 822 PL

Purolator MF 150 A

Hastings P-191

Baldwin P-219

Rover Automatic Transmissions: Of course, everyone realises that every Rover automatic has been a Borg-Warner unit. W.P. Miller of Denver, Colorado wrote to Borg-Warner and they have advised him that they have a parts center for their transmissions should any member be in need of parts for their automatics. Contact: Transmission Service Center, 500 Hollister Road, Teterboro, New Jersey, 07608

FOR SALE: Member Nathan Weigt has a 1965 2000SC for sale. He indicates that brakes, clutch, engine, and differential have been rebuilt. Contact Nathan at: 600 Janesville Avenue, Oregon, Wisconsin, 53575.

FOR SALE: Various Land-Rover spares, new, dealer closing out. Contact: Brattleboro Chrysler-Plymouth, Routes 5 and 9, Brattleboro, Vermont.

FOR SALE: Large inventory of Land-Rover spares including workshop manuals and parts manuals. Contact: Shelfer Ford Tractor Co., P.O. Box 34, Leesburg, Florida, 32748.

SERVICE: Rowland Motors, Inc., 511-517 East Pike Street, Seattle, Washington, 98122 is still servicing Rover vehicles should anyone be in the area and need assistance.

SERVICE: Ron James of Ron's Auto Repairs, 204 Dinn Road, San Antonio, Texas, 78218 has complete service facilities for Rover vehicles and claims to have a complete parts inventory for any Rover repair, particularly 3500's

For Sale: 1967 Land-Rover "88", well maintained, complete log, numerous optional equipment and extras. Vehicle was used on Sout American trip. Contact: Malcolm Wehncke, Star Route, Cherryfield, Maine, 04622. \$3200 or best offer.

NEW MEMBERS:

James H. Barnett	166 Cushing Street Providence, Rhode Island, 02906	1967 2000SC 1970 3500S
Jerry Bock	PO. Box 79 Pound Ridge, New York, 10576	1972 Land-Rover "88", series I
Robert H. Howard	2206 South Beverly Glen Blvd. Los Angeles, California, 90064	1973 Land-Rover "88", series I
John F. Katenkamp	530 West 37th Street San Pedro, California, 90731	1968 Land-Rover "109" Dormobil
Monty Kraham	178 North Virginia Lee Road Columbus, Ohio, 43209	1973 Land-Rover "88", series I
John S. Lowe	13811 Briarwood Drive Laurel, Maryland, 20810	1973 Land-Rover "88", series I
Cpt. Patrick B. Longan	HHB, 2d Bn, 5th FA Regt. APO New York, 09175	1966 2000sc, 1969 2000TC 1970 3500S
AWC. C.E. Roberts III	Fasotragrulant Detachment Patuxent NAS Patuxent River, Maryland, 20670	1972 Land-Rover "88", series II

RENEWAL MEMBERS:

Rev. James E. Boyd	77 West Miller Avenue Akron, Ohio, 44301	1969 2000SC Automatic
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