

ROVER OWNERS' ASSOCIATION



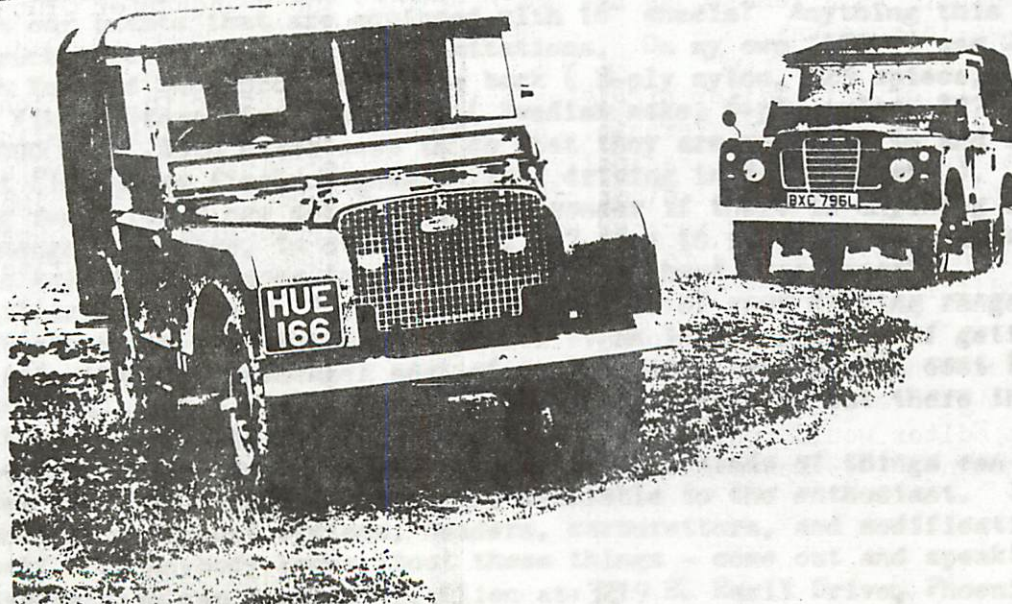
OF NORTH AMERICA

167 Oakland Road
Maplewood
New Jersey 07040

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First off, we'd like to apologize to the membership for being so tardy in getting this Volume III, Number 4 into your hands. From some of the correspondence that we've received it appears that quite a number of members have been worried. The reasons behind the delay are several: Your faithful editor has had a lot on his hands and spare moments have been few and far between. However, an equally significant reason has been very little correspondence from the membership. In any case, we do intend to be able to publish at least six issues of Volume III. At any rate, that is our target.

Rumors have been flying from all quarters regarding Leyland's not importing the Land-Rover into the United States in 1975. From what we understand this is not definite yet, but appears likely. We can only feel sadness at this move by British-Leyland since that will leave no new Rover product on these shores. We might hope for the Range Rover or for the new sedan which will replace the 2200 3500 series cars, but at this writing it is only possible conjecture. It will be unfortunate, indeed, if there will be no more of that line begun by HUE-166 so long ago to be available here.



If there is any truth whatever in the rumors mentioned on the previous page then there is indeed further reason for Rover and Land-Rover owners to band together in a spirit of cooperation. We note, for example that there are a number of local organisations devoted to the Land-Rover. With the rise of 4wd clubs in this country we would appreciate it if any member advises us of the formation of any clubs devoted to the Land-Rover so that we may attempt to promote cooperation among clubs.

One such club is the Land Rover Association of New England. This organisation claims a membership of over 130 and indicates that they go on outings, publish a newsletter to the membership with many helpful hints, optional equipment lists, newsy items, etc. They indicate that they would be willing to share ideas, thoughts, problems with our organisation. We are communicating with them at present regarding the above and will know more by the time of our next newsletter.

Another new club has come to our attention and has apparently been formed by one of our own members, J.S. Lowe. It is called the Land Rover Owners' Association of Maryland. We've only just become aware of this organisation through the Headquarter Club's Newsletter. We intend to contact Mr. Lowe regarding ways in which we can share facilities and the like. It seems to us that the formation of local clubs can encourage a more active participation by those members who desire this (e.g., trials, rallies, etc.) We would like to offer our participation in one or more local activities by offering trophies or or various Rover-Land Rover goodies. Any member wishing to organise a local event should contact us to discuss ways in which we can assist one another.

The Headquarter Club of the Rover Owners' Association in England does publish a newsletter. We have had inquiries from some of the membership regarding obtaining copies of the same. We have tried to include relevant information from these newsletters in our own publication, but there really hasn't been too much of this. However, we expect that any member wishing to obtain regular copies of this newsletter contact the Headquarter Club at Solihull, Warwickshire, England. We understand that one would have to join the Headquarter Club in order to be eligible to receive this publication, but the cost is not great actually, being one poundSterling for lifetime membership.

Other inquiries that we have recently received have had to do with obtaining Rover sales aids and accessories, as we have offered in the past. The situation is still not much better than last June when we were advised that due to reorganisation at the Rover plant these items would be unavailable for a time. The recent Headquarter Club newsletter indicated that those British club members could purchase these items at the factory. They didn't say anything about overseas clubs and the Sales Adis department hasn't contacted us. As a result, we are again writing the Headquarter Club and asking them to assist us in some way.

Recently, Thomas L. Bryant, Editor of PV4 magazine wrote a letter to us which should be of interest to some of the membership. He indicated that PV4 is initiating a new series of short travel features. Basically, we understand, it will involve stories about good off-pavement roads that other pickup, van, or 4wd enthusiasts might find fun and interesting. Mr. Bryant further advises that they would expect to pay for any contribution which they were able to use and would, of course, give the writer as well as his club credit for helping them out.

To get to details, they would like to have a typewritten story, anywhere from two to five or six pages long, and a rough sketch map of the area showing one town or other landmark so that others can pinpoint the location. They say that it needn't be fancy since their Art Editor would tend to details. For anyone interested contact: the Editor, PV4 Magazine, 1499 Monrovia Avenue, Newport Beach, California, 92663.

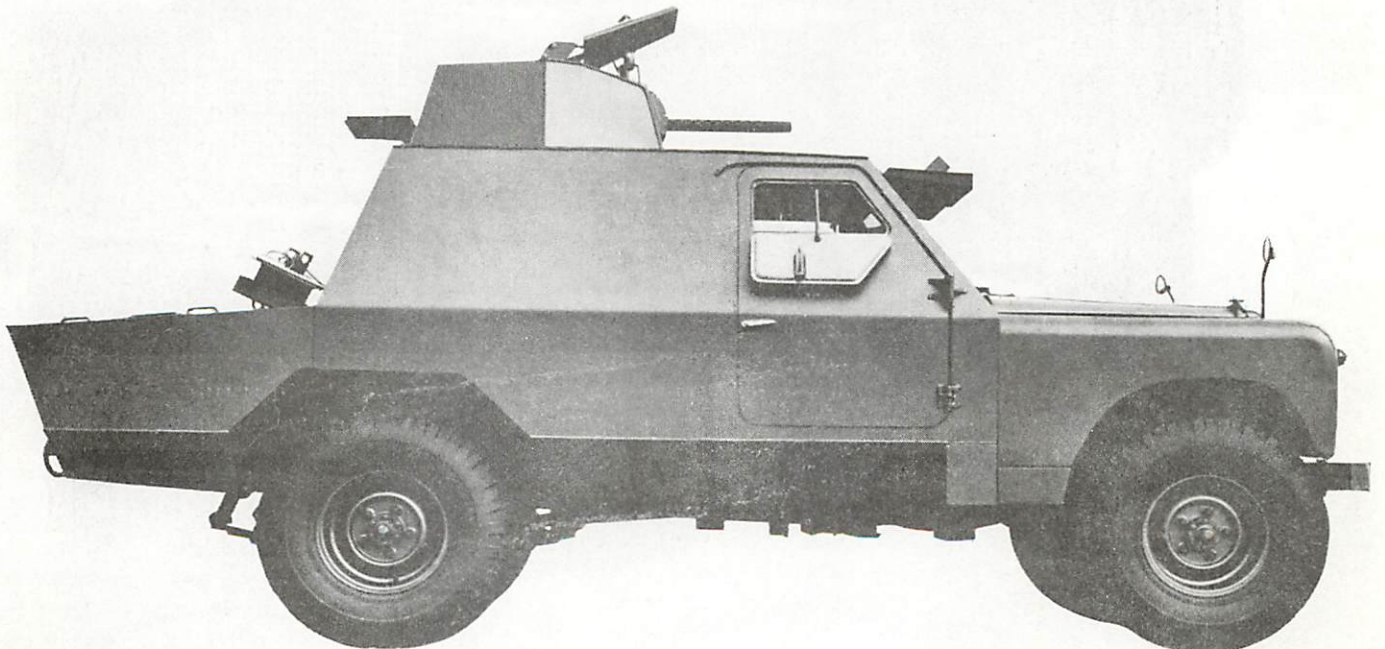
SHORTS

Shorland SB.301

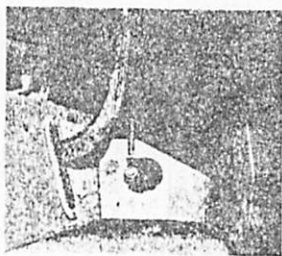
armoured personnel carrier



SOME SPECIALISED LAND-ROVERS



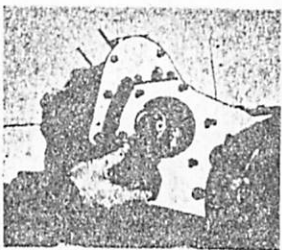
Comes as a kit - fitted in 2-3 hours.



1 Cut transmission tunnel for gear lever.



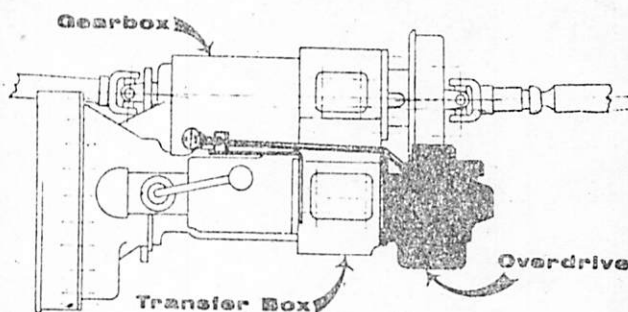
2 Remove vehicle's drive gear.



3 Install overdrive adaptor gear.



4 Install overdrive unit.



Another Land-Rover Specialty Source: Recent member John S.V. Smith had the following to say in two letters to us as of late:

I currently own a 1972 Landy "88", series III as well as a 1967 "88" which I am completely rebuilding. In the past I have also owned a 1963 and a 1969 version of the 88, both of which are still serving their current owners. I have also driven Land-Rovers in Germany, Ireland, and Viet Nam.

As an owner of two Land-Rovers and a 4x4 specialty outlet I feel that I can contribute something to the Rover Owners' Association of North America. I offer all of my products at reduced rates to members of clubs and groups, and the Rover Owners' Association is no exception. The items I have which are applicable to the Land-Rover are: Husky Hubs and stabilisers, Formula Desert Dog tires, KC Hilites driving lights, Koenig winches, and the Hi-Lift jack. Very shortly I will be carrying wide Land-Rover wheels incorporating genuine Dunlop (Land-Rover) center discs with an American one-piece rolled rim (not a split rim). We are also negotiating with an English firm for sump guards, light guards, crash bars, heavy duty half-shafts, long range tanks, and overdrive units for all models. We also plan to carry kits for converting petrol Land-Rovers to diesel.

We would appreciate any of your membership writing us in order to indicate their preferences in Land-Rover accessories in order that we can obtain some idea of market potential. We will be happy to mail literature on our products to anyone requesting it and there is no charge for our catalogs.

Some Land-Rover Accessories: At long last there is finally an overdrive unit to fit all standard models of Land Rovers. The unit, which is made in England and tested and approved by the Rover Company, mounts in the rear of the main transmission.

Installation of the overdrive is simple, taking two to three hours. The Power Take Off plate is removed from the rear of the transfer case. Then the mainshaft output gear is removed and replaced with a special gear. The unit is then bolted in place of the PTO plate. The shifting lever is mounted on the side of the transmission tunnel and controls the shifting mechanically. The unit is fully synchronised and can be shifted in or out of over drive at any time. It can be used in high or low range in two or four wheel drive.

When the overdrive is engaged it reduces the engine speed by 27.8%. The net effect of these speed reductions is less gas consumption, less engine wear, less transmission wear and less noise. The following is a summation of present and the new ratios:

	HIGH RATIO		LOW RATIO	
	Standard Drive	Overdrive	Standard Drive	Overdrive
1st	19.88:1	15.557:1	40.7:1	31.849:1
2nd	12.00:1	9.39:1	24.6:1	19.25:1
3rd	8.05:1	6.29:1	16.5:1	12.912:1
4th	5.4:1	4.225:1	11.1:1	8.68:1
Rev.	21.66:1	16.433:1	44.3:1	34.66:1

M.P.H./K.P.H COMPARISON AT 1000 R.P.M. IN TOP GEAR

MPH	88"		109"	
	Standard	Overdrive	Standard	Overdrive
MPH	15	19.2	16.5	21.1
KPH	24	30.8	26.6	34.0

The North American Distributor for the Fairey Overdrive and Winches is Atlantic British Parts, Ltd. Box 109, Burnt Hills, N.Y. 12027 and Box 756, San Marcos, California 92069. They have informed us that the company is simply not able to fill any orders until they have completed their new factory in England. We have waited so long for this unit that hopefully a few months won't be too bad. The units probably will be in short supply for several years. If prices do not increase to drastically, the unit will cost approx. \$395.00

In addition to the overdrive, the Fairey Company distributes through Atlantic British Parts Lt. freewheeling hubs, capstan winches and a PTO drum winch.

Another Land-Rover Specialty Source (cont'd):

I have to admit that I wasn't too astonished in reading of the difficulties that some members are having with their Land-Rovers. Many of these problems are, in my opinion, arise from the dealer having poor knowledge of his product. I have run into this many times and, as a result, do all of my own maintenance now. I am sure that it would help if some of the members with difficulties read the Owners' Handbook. I just can't understand why some people refuse to read the directions! Writing this has just brought to my mind a point related to the dealer's poor product knowledge: I purchased my 1967 Landy from a dealer who supposedly checked it prior to sale. Although it passed his inspection, I noticed that the rear driveshaft was on backwards - it needed to be turned end to end 180°. Needless to say, I checked the rest of the vehicle very carefully!

My '72 Landy now has 27,000 miles on it and I have had only minor problems. I now do all of my own maintenance after burning out two water pumps due to over-zealous mechanics tightening the fan belt too much. I have also replaced one cracked exhaust manifold and am just getting ready to replace my exhaust pipes and muffler. Actually, I consider this quite minor considering that my Landy is frequently used to extract other 4wd's from the wilds.

Regarding John's parts offer you can contact him at: John S.V. Smith, East Coast Tire Specialities, P.O. Box 2422, South Portland, Maine, 04106.

Rover 110: Past Rovers: We'd like to give some space to past Rovers so that the membership can be aware of some of the tradition behind their Rovers. We've chosen to devote some time to the Rover 110 since we recently received some good photographs of a 1964 Mark I version in fine shape. There are two more pictures in the For Sale section. The 110 was the final refinement of the P.4 series Rover which began with the 75 in 1949. Production of the P.4 series continued until 27 May 1964 at which time a total of 145,503 vehicles were manufactured. The car pictured is a 1964 110. The 110 was the fastest of the P.4 range having a maximum speed of 100 m.p.h. It is considered by many to be the last of the really classic Rovers.



If any member would like to share pictures of his Rover vehicle with the membership, or illustrate some technical point he should send black and white photographs to us.