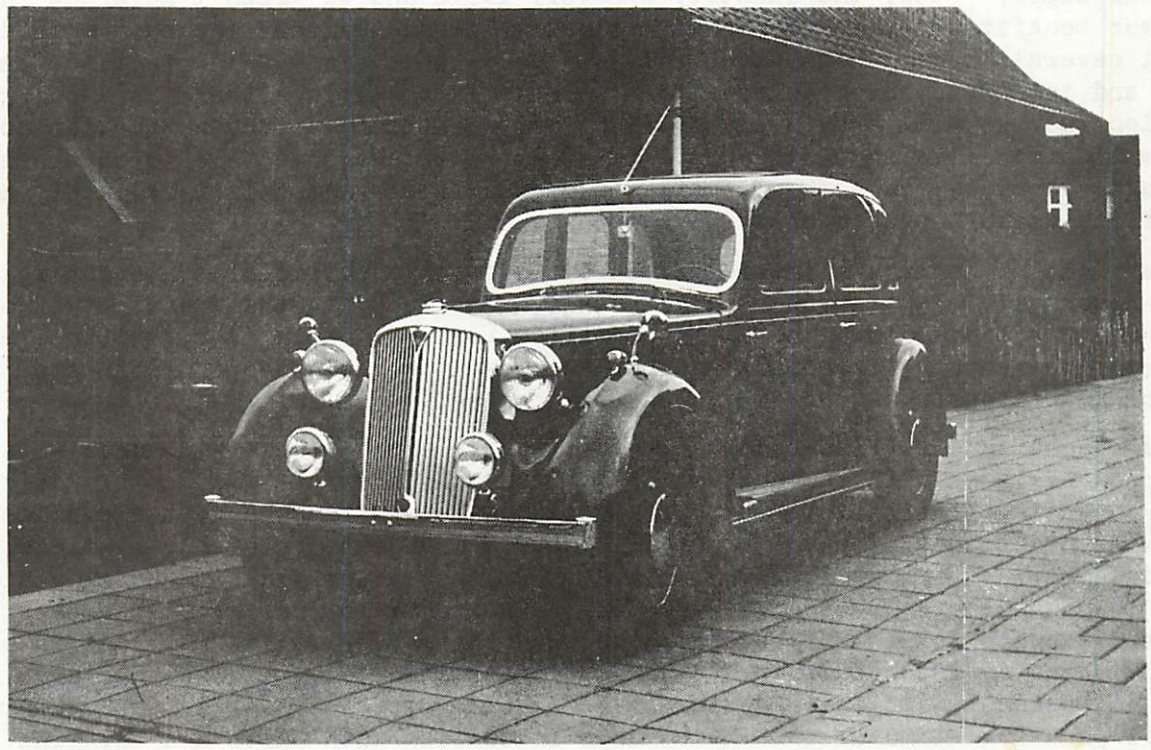
ROVER OWNERS' ASSOCIATION

Volume III, Number 6 December, 1974



1946 Rover 14 belonging to Mr. Olthof, shown outside his home in Harbrinkshoek, Holland

Rover Owners' Association Newsletter - Volume III, Number 6

We have managed to get six issues out this year and we feel that in terms of the quantity and quality of the newsletter it is the best so far. The membership may very well receive this issue before Volume III, Number 5, or if not before certainly only a short time thereafter. This is partly due to the anxiousness of your editor. Whenever we finish the copy for an issue we are extremely anxious to have it printed and sent out to the membership. Volume III, Number 5 has been tied up at the printing facilities of one of our members, Bill Hubert of Atlantic-British for quite some time. No doubt his intentions were the best, but it seems that due to the pressures of his own business he is unable to get our printing done very quickly and, unfortunately, the quality of the printing has suffered lately. This issue was completed at a local print shop. We certainly welcome assistance in this area by any member who has access to printing facilities at a reasonable cost.

One important supplement to this issue is the several pages of reprints fromt the Rover factory Service Newsletter which were sent to dealers. Member Ron James had been kind enough some time ago to foward copies of these old newsletters which he acquired from a defunct Rover dealer. Member Pete Miller was kind enough to photocopy them for us and send them to us. We've gone through the hundred or so pages of these back newsletters and made an effort to select items particularly relevant to our membership. Many of the articles have to do with part number supersessions and the like and are not too important for our needs. Also, the quantity was very large and we weren't sure how to bring the maximum benefits to the membership. Finally, it seemed that the best method would be to print several in each newsletter and we intend to continue this practice for some time to come and intend to cover as many Rover models as possible. There is a fairly extensive section that we will eventually publish in its entirety in the newsletter covering the automatic transmission on the 3500's, but it will take some time to cover the twenty or so pages involved; as a result, any member who would want this immediately could have it for fifty cents to cover photocopying costs and mailing.

Member John E. Hanna was interested in our getting an official statement regarding the Land-Rover situation in the future and we've published in their entirety two letters from Rover officialdom: One is from British Leyland Motors, Inc. in the U.S.; the other is from the factory in Solihull. They both seem to be in keeping with the British manner of doing business. We let them speak for themselves.

Member Hanna is also interested in the following areas and we will deal with these in an upcoming issue with the cooperation of the maembership: The history of Rover and Land-Rover importation into the U.S. Who and where were some of the earliest dealers and what has become of them? Possibly members have old dealership listings that they could summarise or loan to us. Who has the oldest Rover and Land-Rover vehicle in the U.S? Who has the highest mileage? John also wished to know about the possiblity of parts discounts for the membership. We know that Rover British Leyland is not interested in giving us a discount or in even dealing with individuals. Their policy is that we must do business with their dealers. We have a number of Association members involved either on a full-time or part-time basis in dealing with parts and the like and generally their prices are far less than Rover's.

The Rover Factory has a series of films available for loan and we will publish this listing in an upcoming issue and make this available to our membership for viewing. This raises another issue: We feel that the newsletter has been the best possible way in which to serve our widely distant membership. Several members have formed their own clubs. We haven't ourselves set up any bureaucracy for orgainsing local member clubs and we aren't sure that it would be particularly feasible economically. We certainly encourage members participating on a local level and would like to assist in sponsering local activities where it is practical. We note, however, that no member to date has offered any assistance in this area. We would like to see some cooperation. We will certainly cooperate with individual local clubs to our fullest extent, but is probably best that they remain independent economically.

BRITISH LEYLAND
Rover Triumph

BRITISH LEYLAND UK LIMITED

P.O. Box 2, Meteor Works, Lode Lane, Solihull, Warwickshire B92 8NW
Telephone 021-743 4242 Telex 338641 Cables Rover

Mr C Brian Kapalin
167 Oakland Road
Maplewood
New Jersey
07040
USA

31 October 1974
(dictated 30)

Dear Mr Kapalin

I understand from the R.O.A. Secretary, Mr Walter Duffield, that you have been making enquiries into the rumours that Land-Rovers are to be taken out of the American market.

As you are probably aware, the Land-Rover currently accounts for a mere 5% of the total export market, and of course heavy import restrictions coupled with stringent safety measures/anti-pollution requirements do not make it a good export proposition to the States. However, as far as we are aware, there are no plans for discontinuing its import to your country for some time.

I must say I was equally surprised to learn that the Range Rover is soon to be offered on the American market. It is common knowledge that we are having difficulty in meeting the high demand for these vehicles in the European markets, and it is clearly unlikely that we should wish to add to our burden by opening up such an insatiable market in America. We are currently producing around 300 Range Rovers per week - Market Research suggests that we should have to be producing four times this amount to meet US customer demand.

Obviously we shall be looking to the American market in the future, but it will take many years to reach anywhere near the required production output levels.

I hope this information will have cleared up any misunderstandings you may have had, and if in the meantime I can be of any further assistance, please let me know.

Yours sincerely

D N Crewdson
Public Relations Officer
Ref: DNC/PY

BRITISH LEYLAND

BRITISH LEYLAND MOTORS INC.

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605 • Tel: (201) 461-7300 • Telex No.: 135491

October 25, 1974

Mr. C. Brian Kapalin
President
Rover Owners' Association of North America
167 Oakland Road
Maplewood, New Jersey 07040

Dear Mr. Kapalin:

This is to acknowledge your letter dated the 21st of October regarding our decision not to import the Land Rover after the end of the 1974 model year.

We too regret having to make the decision not to market Land Rover in the U.S. but we have been forced into this position by the need to meet the Federal Safety and Emission regulations. On a relatively low sales volume it is difficult for us to recover in the retail price both the capital investment required to meet the regulations and also to cover the considerable design time needed to modify the vehicle.

We have no current plans to introduce the Range Rover or the Rover Sedan to the U.S. market although our product plans are obviously under continuous review as the market changes.

From the point of view of parts and service for Rover products British Leyland intends to provide a back-up service in the U.S. for as long as Rover owners require it. If you have any specific problems which cannot be solved at the local level please bring them to our attention and we will do our best to resolve them.

Your interest in Rover products is greatly appreciated.

Yours sincerely,

MHD:cld

M.H. Dale
Vice-President
Sales

Item 383 SUBJECT: **REAR CALIPER (Policy item)**

MODELS: Rover 2000 SC, 2000 TC and 2000 Automatic.
Rover Three Thousand Five.

REMARKS: Our attention has been drawn to the increasing number of rear brake calipers returned to us under Warranty with inoperative hand brake mechanism.

Checks carried out on these units have shown that on the majority of calipers the ineffectiveness of the hand brake was due to the cam lever having been withdrawn during the removal of the caliper. This allows the tappet to drop out of its bore into the cavity, where it turns sideways and engages in the groove of the cam lever.

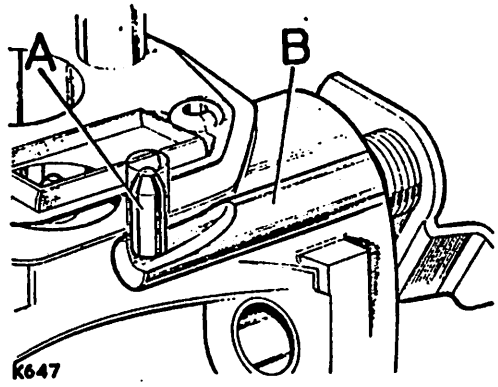


Fig. 1 Hand brake tappet correctly positioned in bore
A—Tappet correctly located B—Hand brake lever

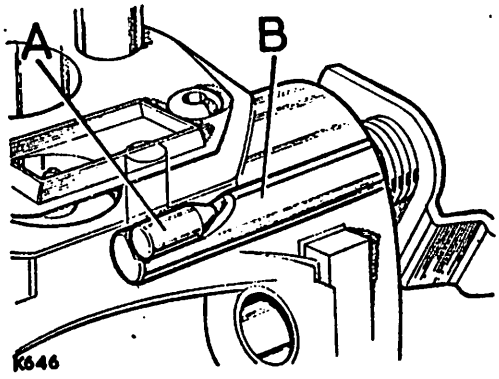


Fig. 2 Hand brake tappet incorrectly engaged on hand brake lever
A—Tappet incorrectly located B—Hand brake lever

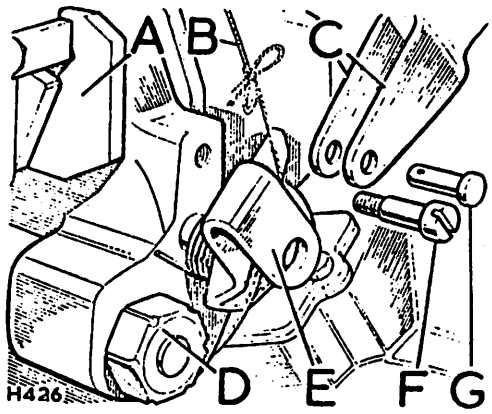


Fig. 3 Hand brake lever correctly secured, early models

A—Inner brake pad
B—String retaining hand brake lever
C—Link lever
D—Spring-loaded plug, early type
E—Hand brake lever secured with string
F—Stop pin for hand brake lever
G—Clevis pin for hand brake lever

On early models, when removing the stop pin for the hand brake lever, rotate the lever inwards as far as it will go and secure with a rubber band or string to prevent its withdrawal.

On late models with the extended spring loaded plug it is necessary to withdraw the hand brake lever, to enable a spanner to be fitted on the hexagon of the plug.

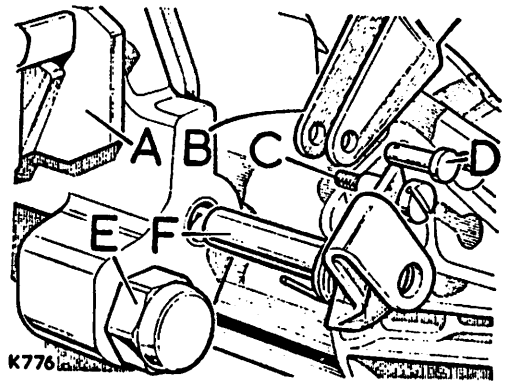


Fig. 4 Hand brake lever withdrawn, late models

A—Inner brake pad
B—Link lever
C—Stop pin for hand brake lever
D—Clevis pin for hand brake lever
E—Spring-loaded plug, late type
F—Hand brake lever withdrawn

If it has been necessary to withdraw the hand brake lever, ensure after refitting that there is a resistance when rotating the lever; this indicates that the hand brake tappet is correctly located.

IMPORTANT. When reassembling a rear caliper after overhaul, etc. it is essential to grease the following items as shown. See Fig. 5. Use only special brake grease, Rover Part Number 514577. See also Rover Car News Letter, Vol. 2, No. 23, Item 259.

It must be noted that as from the date of this News Letter Warranty claims will **not** be accepted for rear brake calipers, which are only suffering from a dislodged hand brake tappet.

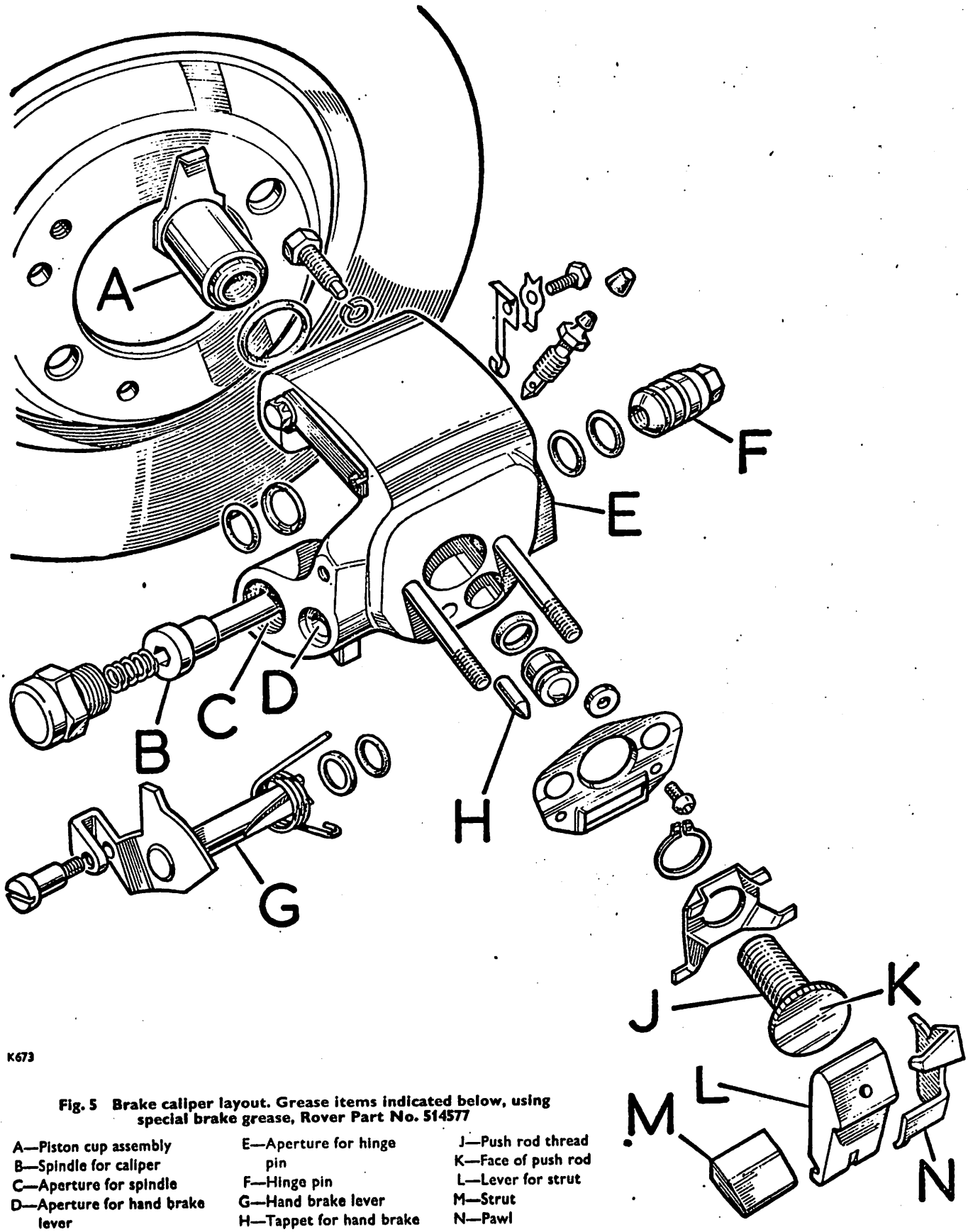


Fig. 5 Brake caliper layout. Grease items indicated below, using special brake grease, Rover Part No. 514577

A—Piston cup assembly
B—Spindle for caliper
C—Aperture for spindle
D—Aperture for hand brake lever
E—Aperture for hinge pin
F—Hinge pin
G—Hand brake lever
H—Tappet for hand brake
J—Push rod thread
K—Face of push rod
L—Lever for strut
M—Strut
N—Pawl

Item 308 SUBJECT: **BRAKE PAD DAMPING SHIM**

MODEL: Rover 2000 SC, Automatic and TC.

PART NUMBER: Damping shim for front brake calipers 1 601958

REMARKS: For a very limited period cars have left the factory with damping shims of an amended shape, although there was no change of part number.

Should a case of brake squeal be attributable to this, shims of the normal 'cut-away' type should be fitted and a Warranty claim submitted making clear reference to this News Letter.

For identification see Fig. 6.

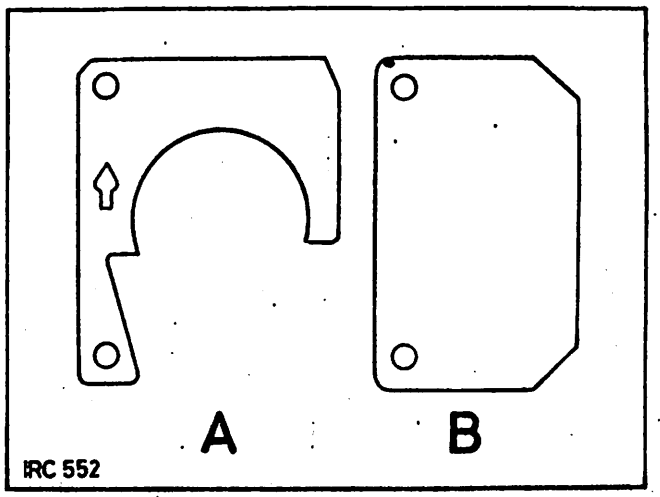


Fig. 6. Brake pad damping shim identification
A—Correct shim B—Temporarily fitted shim

Item 102 SUBJECT: **BRAKE DISC WEAR**

MODELS: All Rover cars with disc brakes.

MODIFICATION: Introduction of wear limits for the replacement of brake discs.

REMARKS: The chart gives the original brake disc thickness and the minimum permissible thickness below which a disc must not be used.

Type of brakes	Thickness of new brake disc		Minimum thickness of worn brake disc	
	in.	mm	in.	mm
Dunlop	.375	9,52	.325	8,255
Girling	.500	12,70	.450	11,43

Item 41 SUBJECT: **CARBURETTER FLOAT CHAMBER**

MODELS: Land-Rover 109 in. Bonneted Control with 2.6 litre 6 cylinder engine.
Land-Rover 110 Forward Control with 2.6 litre 6 cylinder engine.

MODIFICATION: Introduction of removal procedure for float chamber.

REMARKS: Our attention has been drawn to the fact that in many cases the jet assembly is being unscrewed for the removal of the float chamber, disturbing the jet setting in the process.

The jet assembly does not retain the float chamber and must therefore not be disturbed when removing the float chamber only.

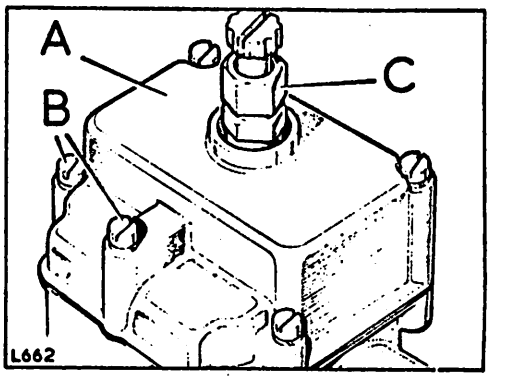


Fig. 2. Float chamber removal

A—Float chamber B—6 fixing screws
C—Jet assembly. Do not disturb when removing float chamber only

The float chamber can be lifted off after the six fixing screws have been removed.

It should be noted that the rubber 'O' ring, which provides a seal between jet assembly and float chamber, can cause a certain amount of stiffness, when attempting to lift off the float chamber.

Should the jet assembly be inadvertently disturbed, the jet must be re-set and centralised as detailed in Part Two of the revised Land-Rover Workshop Manual, Part No. 606408.

Item 87 SUBJECT: **OIL PRESSURE RELIEF VALVE SPRING**

MODELS: Land-Rover Series II and IIA 2¼ litre Petrol and Diesel.

MODIFICATION: Clarification of the oil pressure relief valve spring lengths.

REMARKS: The difference in length of the oil pressure relief valve springs Part Nos. 265623 and 564456, fitted to Land-Rover oil pumps has been the subject of Distributor and Dealers queries.

The following remarks should clarify the situation.

Part No. 265623: Free length: 2.840 in. (72.13 mm) This spring was replaced by:

Part No. 564456: Free length: 2.670 in. (67.82 mm) to reduce excessive oil pressure caused by the redesigned oil pump casting introduced without a change in part number.

It should be noted that the reduction in oil pressure which occurs when fitting spring part number 564456 to an early unmodified oil pump casting is not sufficient to exceed the revised oil pressure range quoted in item 89 of this News Letter.

Vehicles with engine oil cooler

It was found that on the above vehicles the oil pressure was still above the required figure, in spite of the new spring. To reduce the oil pressure, relief valve plug Part No. 549908 was replaced by 564455, which will be supplied for all Service requirements when stocks of the previous type are exhausted. Vehicles without engine oil cooler are not affected in respect of the plug.

Item 134 SUBJECT: STEERING ROD CLIPS AND BALL JOINTS

MODELS: Land-Rover, all models.

REMARKS: The information given in News Letter Volume 3, No. 18, Item 214 and No. 20, Item 128 has been revised to include details of the distance between ball joint inner face and the tube end.

THE FOLLOWING PROCEDURE MUST ALWAYS BE FOLLOWED AND THE ABOVE-MENTIONED ITEMS SHOULD BE DELETED FROM THE NEWS LETTERS CONCERNED.

To recapitulate, we are repeating below all the information issued in the two previous News Letters referred to above, together with dimensional details for the ball joint position in relation to steering rod, which are shown at Fig. 1

It is important that the steering ball joints are thoroughly inspected at the recommended 6,000 km (4,000 miles) intervals.

Ensure that there is no undue wear and that the rubber boot is not dislodged or damaged.

The check should be extended to ascertain the effectiveness of the steering rod clips, especially when vehicles are operating under extremely arduous conditions.

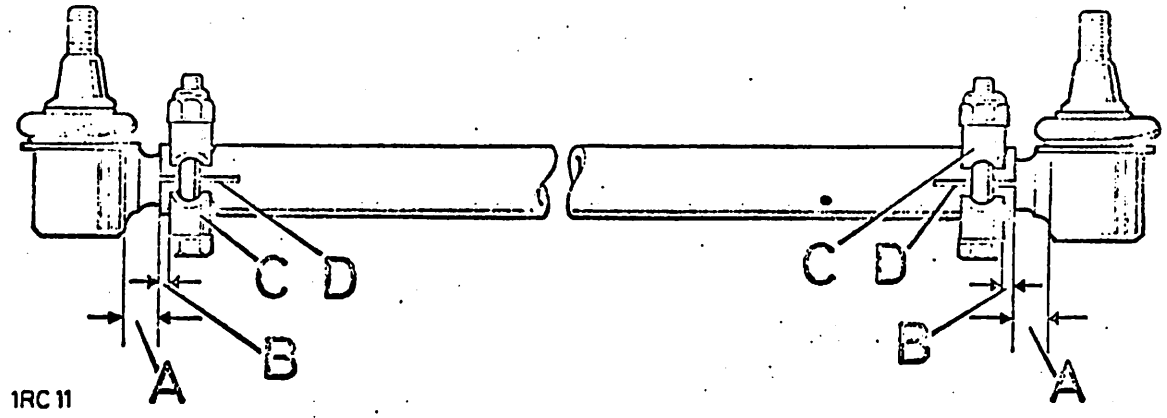
Early type clips, Part No. 552038, which show evidence of distortion, should be replaced by the modified type, Part No. 577898.

The correct position of the clip is shown at Fig. 1.

The relevant tightening torques are as follows:

Ball joint fixing nut: 4 mkg (30 lb ft).

Clamp retaining nut: 1,4 mkg (10 lb ft).



1RC 11

Fig. 1 Correct position of steering rod clips

A—Must be equidistant between end of rod and ball joint
B—3 mm (0.125 in.)
C—Clip } Slot must be positioned in the
D—Slot in steering rod } jaws of the clip as illustrated.

It should be noted that the highest clamping effect, in particular on linkages with one slot only, is achieved with the jaws of the clip situated over the slot, see Fig. 1.

Item 151 SUBJECT: **OIL LEAKAGE FROM STEERING RELAY**

MODEL: Land-Rover.

REMARKS: As a result of complaints of oil leakage from steering relay, Part No. 562874, investigations have been carried out which show that seals, Part No. 213340 have been damaged in a way which suggests the use of a lever or wedge to remove the relay levers.

Operation G1-9 in Land-Rover Workshop Manual, Part 2, Part No. 606408 instructs that the levers should be prised clear of the relay unit after the fixings have been removed, but the operation must be carried out carefully to avoid damage to the seals, Part No. 213340 and resultant leakage.

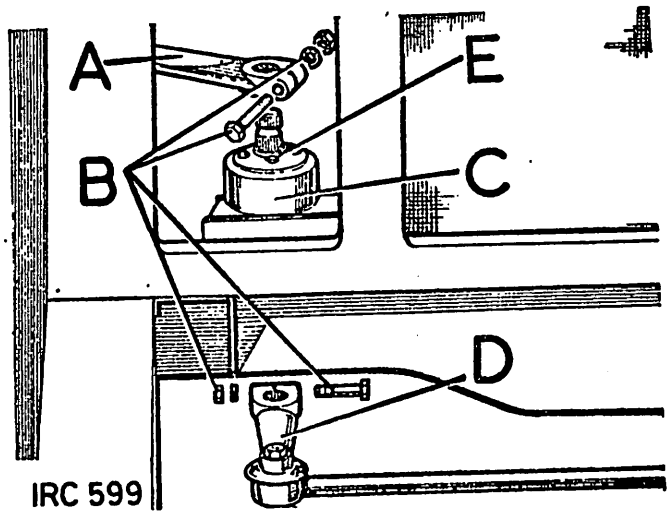


Fig. 4 Relay levers

A—Upper relay lever
B—Fixings for relay levers
C—Relay housing
D—Lower relay lever
E—Seal, Part No. 213340

MODELS: Bonneted Control and Forward Control Land-Rovers.

MODIFICATION: Introduction of procedure for checking variations in suspension height.

REMARKS: With the vehicle in the static unladen condition standing on level ground, measure the distance from the ground to the shackle pin centres marked 'A' and 'B' at Fig. 2. The permissible variation between vehicle sides in front or rear suspension height is 1 in. (25 mm).

Problems have arisen occasionally concerning the 'settling' of front or rear road springs. Invariably the springs in question have been found, on examination, to be within the required limits.

Our investigations into this matter have established that the apparent settling is generally a result of 'wind up' in the shackle bushes.

In all cases of 'spring settling' it is therefore recommended that the following steps be taken before considering removal of the springs for investigation.

1. Check the part numbers to ensure that the correct springs are fitted. The Part No. is stencilled on the top face and stamped on the under face of one of the leaves. See Fig. 1 below.

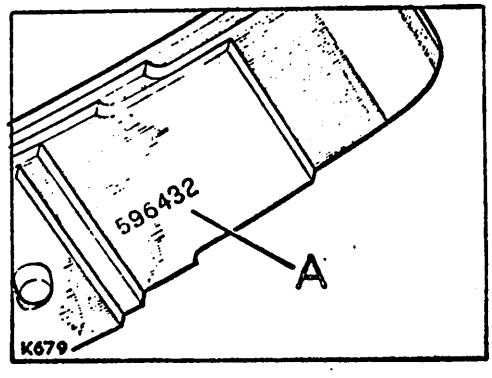


Fig. 1. Spring identification

2. With the vehicle weight taken off the road springs, remove the shackle pins. If they are not a free fit in their mating threads or in the rubber bush inner sleeves, this condition should be achieved by the use of emery cloth and oiling the threads, or if necessary, by reaming the holes through which the shackle pin passes.
3. All traces of Parkerising should be removed from the ends of the inner faces of the shackle side plates.
4. Replace the shackle pins, and on achieving the spring position detailed in Fig. 2, tighten first the shackle pin and then the lock nut to 70 lbs ft (9,6 mkg).
5. Allow the vehicle weight to be taken on the road springs.

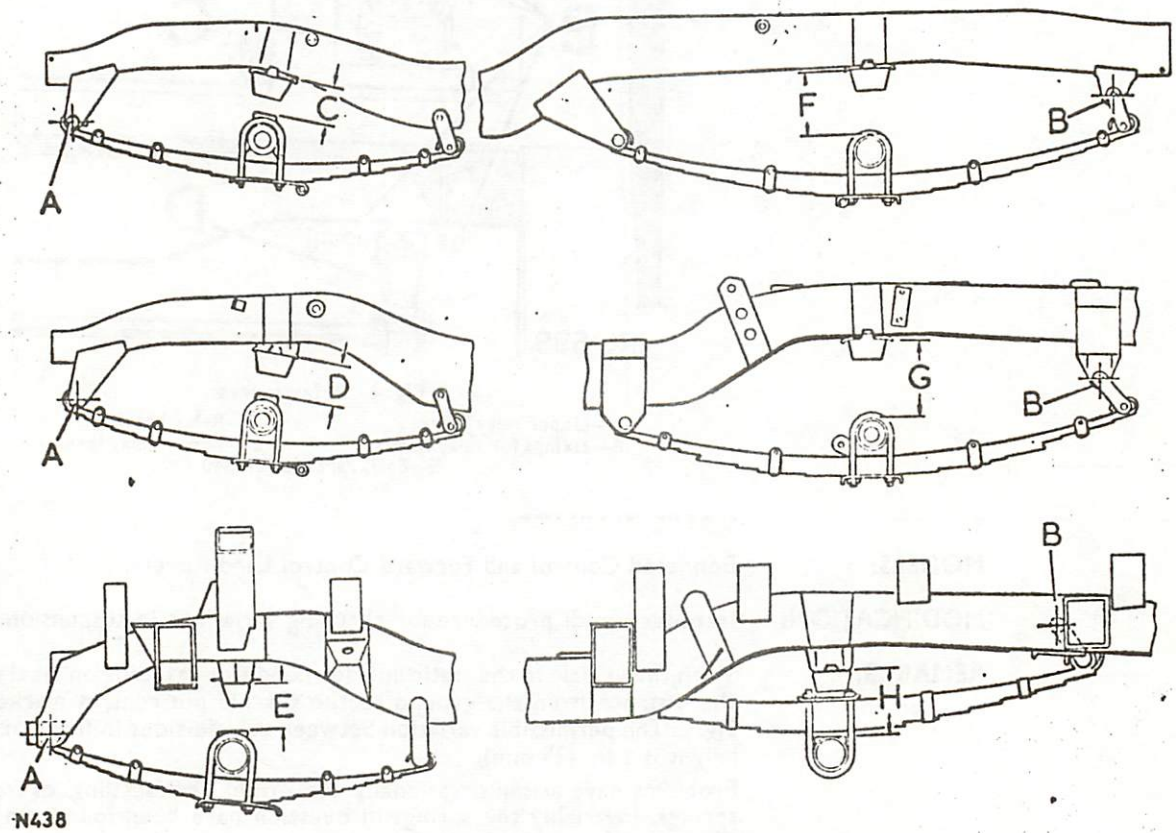


Fig. 2. Presetting position of road springs to chassis frame

A—Shackle pin centre, front spring
B—Shackle pin centre, rear spring
C—3.500 in. (89 mm) 88 Bonneted Control models
D—3.750 in. (95 mm) 109 Bonneted Control models
E—4.250 in. (108 mm) Forward Control models
F—5.000 in. (127 mm) 88 Bonneted Control models
G—6.000 in. (151 mm) 109 Bonneted Control models
H—6.000 in. (151 mm) Forward Control models

WONES PRINT GROUP 67001

One Owner's Land-Rover Experiences: A very interesting letter by new member Earl Whitmore follows:

I recently became a member of your organisation and after reading some of the older newsletters I was struck by the similarity of experiences and problems detailed therein with experiences of my own. I hunt, fish, and camp a great deal and had considered the purchase of a 4WD vehicle for some time. An anglophile by nature, I naturally ranked the Land-Rover high on my list. A great deal of time was spent comparing all 4WD's available in the U.S. Thickness of frames, axles and springs were carefully measured. I compared the manufacturer's specifications regarding engine torque, clutch diameters, braking systems, fuel consumption, GVW, etc. I concluded that the Land-Rover was, potentially at least, the strongest, most durable, economical, maneuverable, best made and easiest to service 4ED on the market. So, in May, 1973 I purchased a new 88 Series III Land-Rover.

I carefully read the owners' manual and followed instructions. In the first 1000 miles the only problem was a dimmer switch failure. Then my troubles began. Never in my life have I encountered a car that leaked oil like my Rover. Literally from the front to the back was an uninterrupted line of oil. EVERYWHERE there was a gasket there was an oil leak. Not a damp spot, but a dripping leak. No sooner would the dealer correct one leak when something else would begin to leak. A month or two later the original leak reappeared. The dealer explained that this was the nature of British cars. At first I felt that I was being fed the proverbial "line", so I called other Rover dealers who assured me that indeed my oil leaks were not unusual. I was horrified. How, I reasoned, could the Land-Rover have acquired its reputation for reliability with such a basic problem. I sought out other Land-Rover owners who verified the dealer's opinions. Whenever the opportunity presented itself I looked at the underparts of other Land-Rovers. Everyone had droplets of oil at the rear of the oil pan, around the transmission and transfer case. Some manifested oil leaks around the differentials and swivel pin housings. During this time engine oil consumption in my Rover was averaging about 1 qt./200 miles. Interestingly enough during one of my long trips of about 3000 miles at 50 to 55 mph the engine used less than 3 qts. I concluded that at least my engine must be in good condition. Also, around this time my speedometer cable failed.

I finally deceided that if man could put rockets on the moon, surely he could correct leaky seals and gaskets. For the next several months I harassed the dealer and the British Leyland representative. In all fairness I should add that these people were very cooperative. Just before my warranty expired they agreed to replace virtually every seal and gasket in my vehicle. Most of these seals and gaskets had been replaced at least once and a few as many as three times. One of the dealer's service managers suggested that in addition to replacing the gaskets and seals that Permatex be used wherever feasible. My Land-Rover now has 27,000 miles on the odometer and the underparts are absolutely dry. All of the above, including the replacement of the rear ring and pinion gears (damaged when all of the oil leaked through the pinion seal) was done under warranty. But, as you can imagine, I spent hours and hours of my time running back and forth to the dealer which caused myself, and often times the dealer, a great deal of aggravation.

Recently, I discovered that the Rover was loosing anti-freeze. On cool mornings several fittings and hoses had droplets of coolant around them and there seemed to be a leak originating from the water pump casting. However, as soon as the engine warmed up all leaks disappeared. I tightened all hose clamps and Permatexed the various fittings and tightened the bolts holding the fittings to the block. I also replaced the water pump, but suspect that the water pump was probably OK. At any rate, my coolant leaking problems have been corrected.

Every 6000 miles as a matter of routine maintenance I check all engine, transmission, and steering bolts for tightness. The manifold and oil pan bolts usually require tightening. After talking to owners of Jeeps, Scouts, and Toyotas it appears that loose bolts are a normal problem with 4WD's.

Letter (cont'd):

In addition to the bolt tightening routine my maintenance primarily consists of changing engine oil and filter every 3000 miles, at 6000 miles regapping the plugs, checking point gap and timing, and adjusting valve tappets. At 10000 miles I replace the plugs, points, condenser and check timing. This is in addition to other regular maintenance as outlined in the owners' handbook. I agree completely with Mr. Katenkamb who strongly suggested in the April, 1974 newsletter that the Land-Rover requires periodic maintenance. It pays big dividends in terms of reliability and economical operation.

Looking back over the past 18 months I must say that in spite of my oil leak problems I have thoroughly enjoyed my Land-Rover. I have "pounded" it, "beat" it, and "abused" it in all manner of off-road situations. I've driven it through swamps and bogs and over mountains. I've taken it through places where other 4WD owners refused to go. I am constantly amazed that my front end is not a twisted wreck; I still have the original tires and they should last another 5000 miles. My Rover doesn't rattle, squeak or leak. It starts under all weather conditions and just continues to run and run - even in two feet of water. After a few minor modifications and under optimum circumstances gas mileage exceeds 19mpg. Engine oil consumption, with no leaks, averages less than 1 qt./400 miles under stop and go conditions and about 1 qt./1000 miles under highway driving conitions. I believe that a combination of driving with a hi-vacuum coupled with the Rover type PVC valve is responsible for the high oil consumption under stop and go conditions.

I installed a Warn M8000 winch, vacuum gauge, ammeter, and tachometer. The winch has been a tremendous help on several occasions. I also built and installed two plywood boxes to carry tools, chains, shells, and the paraphenalia required for two bird dogs. There is also a gun rack. When my tires finally wear out I intend to purchase a set of Norseman L78-15 radials. Several friends recommend them highly.

I wonder if any member can suggest an overdrive unit that would fit the Land-Rover 88. An overdrive seems to me to be the logical solution to the problem of the low highway speeds that the Land-Rover must maintain. (By now we assume that Mr. Whitmore has seen our September issue specifying the overdrive unit.)

Further Factory Advice: In keeping with our publication of the Factory Service Newsletters we have some additional tips from the factory.

They emphasise that Girling Amber and Crimson brake fluid must be used in both Rover cars and Land-Rover vehicles. These are vegetable based fluids and must not be intermixed with the mineral based fluids used in the automatic transmissions and power steering systems. Rover still uses natural rubber seals for their hydraulic systems and the mineral-base fluids will cause these seals to detiorate more rapidly. We understand that the Girling fluids are no longer available in the U.S., but have been replaced by a Castrol brake fluid which is still vegetable based.

Regarding preventative brake maintenance the factory recommends that the brake fluid be changed every 18 months. This is because all brake fluids absorb moisture from the air and a small amount of absorbed moisture raises the freezing point, but more importantly it seriously reduces the temperature at which the fluid eill boil. For every 1% of water absorption into the brake fluid the boiling point of the fluid is reduced by 50°F (10°). Tests have revealed that after 18 months usage the fluid has absorbed 3% moisture, which means that the boiling point fo the fluid has dropped 150°F (30°). This deterioration doesn't mean that the brakes are unsafe for ordinary use, but in an emergency or in prolonged use their performance could be adversely affected.

The factory also recommends the overhaul or replacement of hydraulic system seals at 40,000 miles or three years, whichever occurs first.

Land-Rover Conversions: Member Bob Ulanoff returned from his annual African Safari in July of this year and brought back with him an adaptor plate which was made to install a Chevrolet 230 cubic inch six into a Land-Rover. He claims to have checked it out and indicates that it will also bolt up to a Chevrolet 307 or 350 cubic inch V-8 as well. Unfortunately, he claims that the V-8 is too wide and would require too much alteration but feels the new small Chevy 264 V-8 for the Vega might work well. Bob has also ordered an overdrive unit from South Africa and is changing the differential ratio from 4:07 to 3:09.

Another member, Charles E. Ritts, III, is also involved in engine conversions on his Landy. He now has a 1963 RHD 88 which was purchased from its owner in Africa into which he has installed a 350 cubic inch Oldsmobile with Turbo-Hydramatic and a Jeep transfer case. Charles intends to furnish complete details on this swap when it is complete. He indicates that he has been working on it for the past five years.

New member Barry Beck indicates that he and his wife reside in the northeastern mountain region of Pennsylvania and have many fine 4WD only type roads in their area. He also indicates that there are excellent campgrounds and lodging in the area and that he and his wife would be more than happy to show any Land-Rover owner around if they care to visit the area. He also claims to have 29,000 miles on his Series III 88 in just one year and has had no other service needed apart from a fan belt and normal maintenance. Write to Barry at: Cahill House, R.D. 2, Benton, Pennsylvania.

Service Recommendations: Member Walter Banta makes the following recommendations for Land-Rover service in the Southern California area:

Tom Waugh and Bill Wilson
U.K. Auto Shop
7119 Woodley Avenue
Van Nuys, California

and

Hugh Stewart
British Pacific
101 W. Green Street
Pasadena, California, 91101

Walter is also a member of the LandRover Owners' Club of Southern California, which was formed by Association member Rob Howard. Their address is: 2206 S. Beverly Glen, Los Angeles, California, 90064.

Another new member, Steve Hill of San Pablo, California, recommends a service shop in his area:

British Motors, Berkeley, California

He claims (don't we all know it) that dealer prep work and warranty work at the dealer from whom he bought his Landy has been very poor. He purchased from British Motors in Sacramento, California. Steve claims that from the outset his Landy had a defective carburettor, a fact which was known to the dealer, but not told to Steve. After taking his Landy into the shop every week for two months the dealer finally agreed that something might be wrong with it. Steve indicates that the dealer attitude changed 180° when the warranty expired and he began paying for repairs.

Parts Problems: Apart from the normal type of difficulties in getting Rover and Land-Rover parts there is the problem as well of being given the wrong part. One must take with a grain of salt the counterman's claim that another part will work just as well as the one you're asking for. Many times the problem even goes beyond the counterman's ignorance and shows itself in the distributor's catalog being inaccurate. Anyone dealing on a regular basis with these distributors can relate these problems on a regular basis. C. Brian Kapalin, who edits this newsletter and also deals in parts for the 2000 series and older Rovers recently had a distributor supply an incorrect pressure plate for the early 2000 series gearbox. It finally took a letter to Borg and Beck in England and to the distributor in this country to straighten out the matter. The dealer had insisted that the incorrect plate was a supersession of the earlier plate. Using the plate without

Parts Problems: (cont'd): measuring the distance between the flywheel face and the thrust plate (which was 2.400" rather than 1.80") would have resulted in a very rapidly wearing out friction plate and damage to the clutch withdrawal race housing. Mmebers should always take the time to determine by accurate measurement whether the part is the correct one or not.

FOR SALE or trade: Member Charles E. Ritts, III has the following items for sale or trade at reasonable prices:

Suffix B transfer case complete
" " gearbox case and most major parts
4 cylinder bellhousing
6 cylinder bellhousing
clutch cylinder assemblies, master and slave
front brake linings for 6 cylinder 109
new front brake shoes for 6 cylinder 109
many additional small items, write your needs
Charles also has the following needs:
Electrically heated windscreen assembly for Land-Rover
cable driven windshield wiper assembly with motor
Contact Charles at: 107 Miles Avenue, Braddock, Pennsylvania, 15104

SPECIAL: A limited quantity of Rover 1975 Diaries will be available to the membership in December. These are pocket size (3 3/8" x 6 7/8") and are quite handy. Price to members is $1.00 each including postage. Write to C. Brian Kapalin and make checks payable to the Rover Owners' Association of North America. If there is a sufficient demand additional quantities may be ordered for January. Please order soon if you desire a copy/ies.
We are also endeavoring to be able to have in stock Rover and Land-Rover items such as the patches, badges, etc. that we previously carried.

RENEWAL MEMBERS:

Maurice Bell	1008 Glenn Circle N. State College, Pennsylvania, 16801	1967 2000TC
James Carpenter	10 Wardell Avenue Rumson, New Jersey, 07760	1970 3500S
G.W. Carraway	P.O. Box 574 Ashland, Kentucky, 41101	two 1967 2000TC's
Floyd Coleman	P.O. Box 204 Richmond, Kentucky, 40475	1969 2000TC
Ramon Gandia-Biscombe	20 Washington Ave., Apt. 10-A Santurce, Puerto Rico, 00907	1965 2000SC
Damasco Gomez	90 Edwards Street Quincey, Massachusetts, 02169	1968 2000TC
John E. Hanna	1580 South Monroe Street Denver, Colorado, 80210	1958 Land-Rover 88, Series I
J.C. Stoekler	1720 New York Avenue Union City, New Jersey, 07087	1966 2000SC

RENEWAL MEMBERS (cont'd):

J.A. Williams	P.O. Box 67 Van Wyck, South Carolina, 29744	1967 2000TC

NEW MEMBERS:

Barry Beck	Cahill House, R.D. 2 Benton, Pennsylvania, 17816	1973 Land-Rover 88, Series III
Gordon K. Crooks	c/o Route 1 Pataskala, Ohio, 43062	1974 Land-Rover 88, Series III
Robert A. Deardorff	7017 Ma Gill Wichita, Kansas, 67206	1972 Land-Rover 88, Series IIa
Larry Green	1321 Sunset Drive Fort Wayne, Indiana, 46807	1970 3500S
Paul D. Harness	34 E. Cleburn Fayetteville, Arkansas, 72701	1968 2000SC
Stephen M. Hill	2645 Church Lane San Pablo, California, 95822	1973 Land-Rover 88, Series III
Charles Klien	231 E. Market Street Bethlehem, Pennsylvania, 18018	1974 Land-Rover 88, Series III
Marc Lefkovics	2685 S. Lafayette Street Denver, Colorado, 80210	1970 3500S
David M. Lewis, DDS	7226 Blanco Road, #1803 San Antonio, Texas, 78216	1974 Land-Rover 88, Series III
John J. McMaster, Jr.	4284 Crescendo Avenue San Jose, California, 95136	1970 Land-Rover 88, Series IIa
Mac Lennan	2275 Latham Street, Apt. 46 Mountainview, California, 94040	1971 Land-Rover 88, Series IIa
Vincent E. Perrin, Jr.	1821 Narragansett Avenue Bronx, New York, 10461	1973 Land-Rover 88, Series III
Gerald W. Stone, Jr.	Univ. of North Carolina Charlotte, North Carolina, 28223	1963 Land Rover 109 petrol 1965 " " 109 diesel
Ernest A. Thompson	3754 Shasta St., Apt. H San Diego, California, 92109	1972 Land-Rover 88, Series III
Katherine Van Norden	4-04 Fox Run Drive Plainsboro, New Jersey, 08536	1973 Land-Rover 88, Series III
Earl L. Whitmore	715 Creghan Avenue Swarthmore, Pennsylvania, 19081	1973 Land-Rover 88, Series III