

ROVER OWNERS' ASSOCIATION

OF NORTH AMERICA

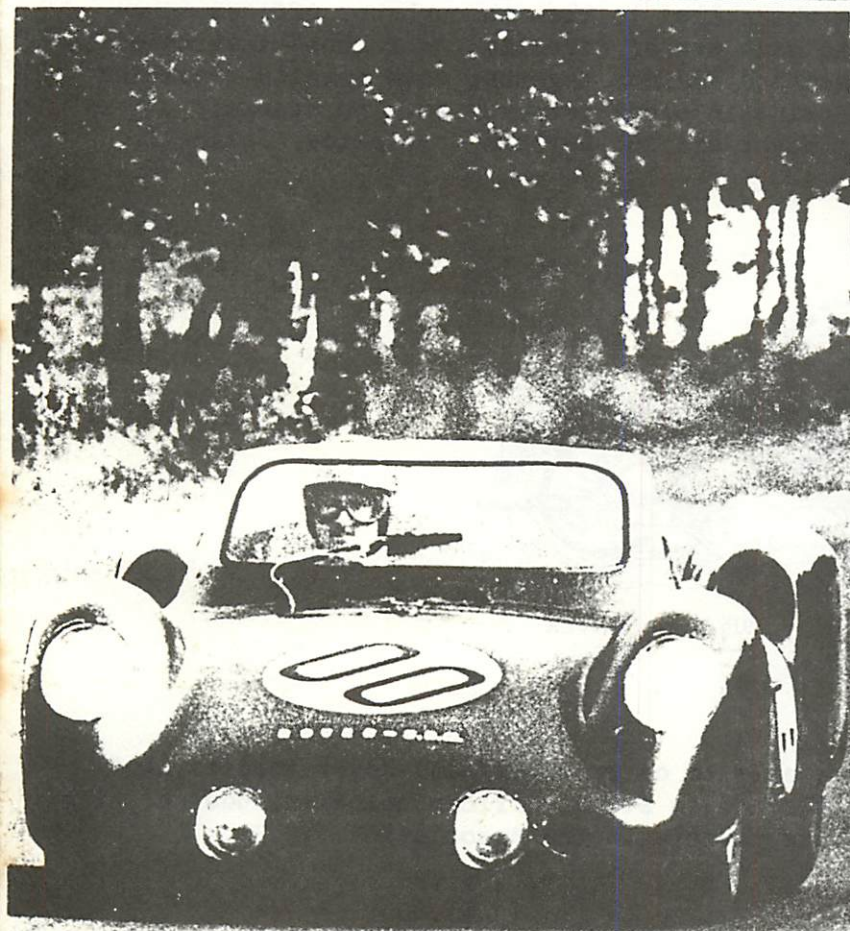


167 Oakland Road
Maplewood
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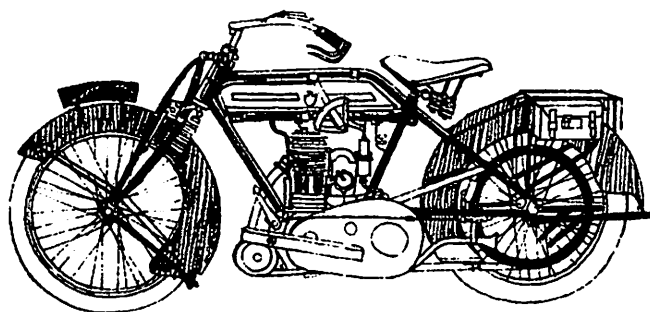


At left, Rover-BRM Turbine at Le Mans, 1963, Graham Hill up. The first gas turbine car to complete the 24 hrs.; it covered 2592 miles at 108mph average. A much improved Rover-BRM, at right, with Jackie Stewart up at 1965 Le Mans. First British car to finish out of fifteen finishers (fifty-one cars started the race).

Our last Newsletter contained a printing error on the second page as many members may have realised. It was a page from a previous Newsletter. The printer had inadvertently lost the correct copy and used this. We had intended that the page list all known Rover and Land-Rover parts and service outlets. We include that listing in the current issue of the Newsletter since we've had quite a number of inquiries for a capsulisation of this information.

In this issue we also carry a short history of the Headquarter Club of the Rover Owners' Association and a listing of other member clubs. We have communicated with all of these associated clubs from England, Holland, Australia, and South Africa and hope to maintain ongoing communication with them. We believe everyone concerned can benefit. We'll carry reprints of interesting articles from their periodicals.

Mr. W.G. Duffield, Honorary Secretary of the Headquarter Club, asked me to remind those members of our Association that they are welcome to join the Headquarter Club in England. Lifetime membership dues is \$5.00 US and entitles one to their Headquarter Club Newsletter. We've reached arrangement with Mr. Duffield to have all copies of their Newsletter which are due members of this Association to be channelled to them through our offices since they cannot send overseas mail directly to each member directly. For those interested in joining the Headquarter Club send your name and address together with details regarding your Rover or Land-Rover vehicle (please print in block letters) to: The Honorary Secretary, The Rover Owners' Association, Rover-British Leyland UK Limited, Solihull, Warwickshire, England, B92 8NW.



1915 3½ h.p. ROVER

It has been nearly two years since we were able to carry Rover/Land-Rover goodies, but the following items are once again available and in stock. Prices below include shipping. Write to the Association and make all checks payable to the Association.

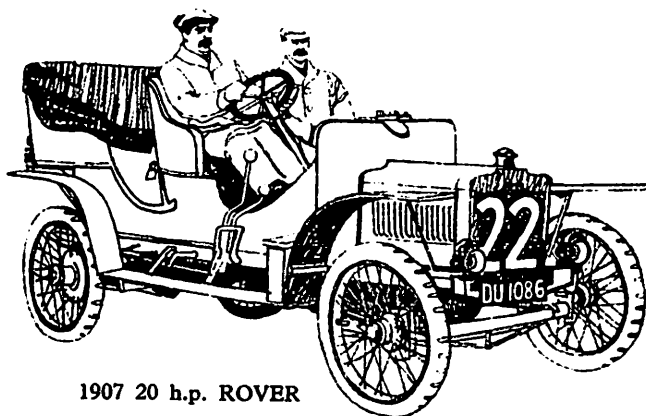
Rover Lapel Badge	\$.75
Rover Overall Patch	\$1.00
Rover Cuff Links	\$2.00
Rover Tie Tack	\$2.00
Rover Key FOB (black leather w/ Rover emblem)	\$1.50
Land-Rover Key FOB (beige leather w/Land-Rover emblem)	\$1.50
Land-Rover Overall Patch	\$.90
Land-Rover Lapel Badges	\$.75
Land-Rover Cuff Links (per pair)	\$2.00
Land-Rover Tie Clasp	\$2.50
Land-Rover Pocket Knife	\$2.00
Dinky Range Rover model	\$2.50

A number of letters have come to our attention regarding renewals. As a matter of course we enclose an application for renewal with the Newsletter when the time for renewal is due. Generally, if your renewal is due during the month of that particular issue of the Newsletter or during the following month a renewal notice is sent out. If no response or renewal comes from the member he (or she) will not receive the next Newsletter and his (or her) membership in the Association is terminated. We would suggest that one renew membership as soon as possible after receiving the renewal notice if one wishes to remain a member. In the future, we will have to charge initial dues again to a member who lets his membership lapse and wishes to renew. Renewal membership is somewhat of a saving over initial dues and we are trying to hold costs down during this time of spiraling printing and postage costs while at the same time improving the quality of our periodical.

A Spin-On Oil Filter Conversion for 4 cylinder Land-Rovers is now available from Mr. D.W. Richardson, P.O. Box 363, Malibu, California, 90265. He claims the following advantages of his unit:

- The unit mounts directly to the Rover engine block in place of the Rover oil filter assembly and accepts standard American spin-on filters.
- The conversion unit is machined from solid aluminum stock, making it very rugged and nice looking.
- It eliminates oil baths while trying to change filter elements.
- It eliminates hunting for scarce and expensive Rover filter elements.
- The conversion unit will accept either Rover or standard American oil pressure sending units.

The price is \$37.50 postpaid from Mr. Richardson at the above address.



1907 20 h.p. ROVER

We've had such positive reaction from the membership regarding our new application forms, specifically involving the pen and ink renderings of Rovers and Land-Rovers that we have been putting these in the Newsletter.

Member Adam Van Norden of New York City recently wrote us concerning the cost of the Land-Rover 109 and Range Rover in East Africa since neither vehicle has been available on our market as of late. The ten-seater 109 Station Wagon costs a U.S. dollar equivalent of \$8434.80. The Range Rover costs a U.S. dollar equivalent of \$11,601.40.

A History of the Headquarter Club: An article by Walter Duffield, Secretary of the Headquarter Club, published in the 1974 Newsletter of the Land-Rover Owners' Club of South Africa.

In 1957 the Rover Company realised that there was a need for forming an association of active Land-Rover enthusiasts with a view to promoting and regularising a sport which was attracting some interest. The Land-Rover Owners' Club Limited was incorporated on 28th of May of that year with Geoffry Lloyd Dixon and John Howard Baldwin as Directors and Graham Alex Parkes as Secretary. The Land-Rover Owners' Club was duly approved on 2nd September, 1957 and its Rules accepted. In March, 1958 Arthur Greenway was appointed Secretary in place of Graham Parkes and has continued in that office ever since.

The Club was divided into geographical sectors in the United Kingdom in order to provide for local competitions. Annual Rallies were held on a National basis at Solihull or other central areas. The first of these was held at the Rover Works, Solihull on 23rd and 24th November, 1957, and the tradition has been maintained.

During the next few years there was a rising membership to just short of 3000. In September, 1966, it was decided to wind-up the Club and inaugurate a new Association capable of catering for the activities of all types of vehicles produced by Rover. The obvious choice of name and the change in the Rules made this possible and, after much discussion, the inaugural meeting was held on 8th April, 1967 at which the Officers and Member Clubs were nominated and the Rules adopted. This broadened the sphere of the new Association and affiliated clubs became autonomous for all financial, social, and competitive activities. The need for an annual subscription to the Association was eliminated and Life Membership was bestowed automatically on all former Members of the Land-Rover Owners' Club who were in good standing at that time. Thereafter, new members were required to pay a once-for-all subscription to the Association, thereby ensuring Life Membership, and were then invited to join one or more of the affiliated Clubs of their own choice. This policy has proved very successful and we have now 34 affiliated clubs, 18 of which are overseas. The total membership of the Association is just short of 12000 at the present time.

The Association is governed by a Chairman, Vice-Chairman, and Honorary Secretary, appointed by the Company and a Committee consisting of two delegates from each of the affiliated clubs in the U.K. so that it is truly an Association run for the Members by the Members.

The Association is aware that many of its Members do not join Clubs in their own districts and to assist affiliated Clubs, it issues a list of all new Members to all Secretaries so that the necessary follow-up action may be taken. Surprisingly, this doesn't happen in reverse and there are many Club Members who have not thought it worth while to become Members of the Headquarter Club. The cost is small, 2.40 British Pounds Sterling, which entitles the applicant to Life Membership and a handsome badge whilst the Association Newsletter is posted to your Club Secretary for your information because of the high cost of posting to individual members overseas. (In the U.K. Newsletters are posted direct to Members.) All I need to enroll you as a member is your name and address (in BLOCK LETTERS please) plus the details of your vehicle and, of course, the necessary amount in sterling or equivalent and this should be sent to me at: Box No. 2, Meteor Works, Solihull, West Midlands, B92 8NW, England.

The Association holds a National Rally and the 20th will be held at Ashover, Derbyshire, from 23rd to 26th May, 1975, and if you are arranging a visit to this country, why not make that a date. At this Rally it is absolutely essential that all competitors are Association Members. We are always pleased to entertain any of our overseas Members who may care to visit us and I look forward to meeting any of you who may be visiting the U.K. at any time.

The following is a reprint from a recent Headquarter Club Newsletter which is in itself a reprint of the first factory sponsored club and forerunner of the current Association. Please note Mr. Duffield's comments in the lower right hand corner.



NORTHERN • MIDLAND • SCOTTISH • SOUTHERN

REVIEW

VOLUME I No. 1

SEPTEMBER 1957

Land-Rover Owners' Club Members are invited to — **TEST YOUR LAND-ROVER AT SOLIHULL** **NOVEL OPEN COMPETITION ON FACTORY 'JUNGLE COURSE'**

The greatest ever mass test of the versatility and capabilities of the Land-Rover in the hands of amateur drivers will be staged in November, when the Land-Rover Owners' Club will introduce a new meaning to a term in the vocabulary of Motor Sport. The Club is to hold a "Point to Point," an event following entirely novel lines, to be staged round the perimeter of the Rover Company's 300 acres of land at Solihull, and guaranteed to include mud, steep gradients, rough natural countryside — in fact all the hazards which four-wheel drive can surmount even with moderate skill on the driver's part.

The meeting, on November 23rd, will be the third annual competition for the Inter-Sector Land-Rover Cup, staged along new lines as the Committee feels there is no place in the Club calendar for events of the type which could be held by any car club with two-wheel drive vehicles.

TEST OF ABILITY

The course will be carefully chosen to obviate all risk of damage to vehicles, and will not be beyond the scope of novices to complete. At the same time a premium is put on skill and knowledge of the Land-Rover's capacity, so that winners will be found purely by a test of ability, without penalties for map reading, clue finding or other elements of chance not related to the control of the vehicles. Moreover, everyone who enters knows that he or she will be competing for the sector, and it will not be necessary for any driver to stand and watch others perform, as all will be invited to take part themselves in all the tests.

A glance at the programme of the week-end rally will show that it is possible for a Land-Rover owner, no matter where he lives in the British Isles, to reach the meeting with the minimum of interruption to his business activities, and it is

necessary to point out that this event will be the proving point of the club. Any Land-Rover owner can join the club any time to take part in the Point-to-Point, and every present member is urged to regard this as a tremendous recruiting opportunity, with incentives to each sector to obtain the maximum number of new members in time for the event.

DUTCH CHALLENGE

It is now confirmed that a challenge from three Dutch Land-Rover owners is intended, and the embryo of a Dutch Land-Rover Owners' Club is determined to show a good account of itself.

EXPERT

Full details of the Point-to-Point include a description of some of the driving tests on the course, together with an entry form, and are available on application to the Secretary. Entries must be posted from existing members, or intending ones, to reach him before November 1st 1957.

Apart from the Point-to-Point, which is the major function of the week-end, there will be an interesting team event for any pairs of Land-Rovers and drivers regardless of sector for a special award. Another

highlight will be demonstrations of the Land-Rover's final capabilities in the hands of Mr. Alec Joyce, whose reputation as a most competent Land-Rover exponent covers the country. For individuals who would like to test their skill in competition with an expert, there will be an opportunity of equalling his performance over a set course, to qualify for a special plaque of merit.

In anticipation of the Concours d'Elegance on Sunday morning, which is an entirely voluntary event, facilities will be available under cover on Saturday evening for owners to prepare their Land-Rovers. Awards will go for state of preservation, pride of ownership and all the aspects of Land-Rover owning that distinguish this from the ownership of an ordinary vehicle.

I wonder how many of you were in membership when this publication was launched. It proved very popular and ended up as a 'glossy' in 1968 when it was superseded by the journal 'Highroad' which has also gone out of print due to high production costs. I intend to reproduce articles out of subsequent issues of the 'Review' as and when space permits and I am sure that it will bring back memories to our old pioneers and give food for thought to our very active membership to-day.

A list of Member Clubs of the Rover Owners' Association follows:

THE SCOTTISH LAND-ROVER OWNERS' CLUB

Secretary: I. Hector, 10 Lipney, Middleton Kerse, Menstrie, Clackmannanshire, FK11 7HJ

THE PENNINE LAND-ROVER CLUB

Secretary: S.H. Jackson, 16 Chapel Street, Calverly, Pudsey, LS28 5PS.

THE PEAK AND DUKERIES LAND-ROVER CLUB

Secretary: A.R. Foster, 11 Camden Street, Derby, DE3 3NR

THE STAFFORDSHIRE AND SHROPSHIRE LAND-ROVER CLUB

Secretary: J. Spencer, 12 St. John's Road, Rowley Park, Stafford.

THE MIDLAND ROVER OWNERS' CLUB

Secretary: F.A. Buckby, 147 Cedars Avenue, Coundon, Coventry CV6 1DP Warks.

THE ANGLICAN ROVER OWNERS' CLUB

Secretary: M.B. Tilling, 32 Lynwood Avenue, Stopsley, Luton, Bedfordshire.

THE SOUTHERN ROVER OWNERS' CLUB

Secretary: B. Dennys, 6 The Wharfings, Kempford, Fairford, GL7 4HJ

THE SOUTH WESTERN ROVER OWNERS' CLUB

Secretary: Mrs. J Owen, 23 New Road, Bradford-on-Avon, Wilts.

ROVER SPORTS REGISTER

Registrar: T.J. Bentley, 'Mauvarre' 11 Woodhall Drive, Pinner, Middlesex

NORTH EASTERN ROVER OWNERS' CLUB

Secretary: J. Campbell, 111 Middleton Street, Blyth, Northumberland

BRECKLAND ROVER OWNERS' CLUB

Secretary: A.J. Ward, 38 Wycliffe Road, Norwich.

WESSEX ROVER OWNERS' CLUB

Secretary: Mrs. I Jones, 1 Beaconsfield Road, Weston-Super-Mare Som. BS23 1YE

YORKSHIRE ROVER OWNERS' CLUB

Secretary: B R Preston, 77 Lane Head Road, Shepley, Huddersfield HD8 8AD

LANCASHIRE & CHESHIRE ROVER OWNERS' CLUB

Secretary: T C K Tickle, 12 Walmesley Road, Eccleston, St. Helens, Lancs.

WELSH LAND-ROVER CLUB

Secretary: R. Coles, 10 Ilton Road, Penylan, Cardiff.

LAND-ROVER OWNERS' CLUB OF SOUTHERN AFRICA

Secretary: Mrs. P. Bailey, P.O. Box 23507, Joubert Park, Johannesburg, Republic of S Africa

LAND-ROVER OWNERS' CLUB OF NEW SOUTH WALES (SYDNEY BRANCH)

Secretary: C. Warner, Box 126, Sydney Mail Exchange, New South Wales, Australia

LAND-ROVER OWNERS' CLUB OF AUSTRALIA (NEWCASTLE BRANCH)

Secretary: P.O. Box 60A, Newcastle, N.S.W. 2300, Australia

LAND-ROVER OWNERS' CLUB OF AUSTRALIA (MELBOURNE BRANCH)

Secretary: 2 Napier Street, Fitzroy, Victoria 3065 Australia

LAND-ROVER OWNERS' CLUB OF AUSTRALIA (CANBERRA BRANCH)

Secretary: P.O. Box 419, Civic Square, A.C.T. 2608, Australia

LAND-ROVER OWNERS' CLUB OF AUSTRALIA (QUEENSLAND BRANCH)

Secretary: P.O. Box 116, Chermside, Brisbane 4032, Australia

LAND-ROVER OWNERS' CLUB OF AUSTRALIA (WESTERN AUSTRALIAN BRANCH)

Secretary: P.O. Box 178, West Perth 6005, Western Australia

LAND-ROVER OWNERS' CLUB OF AUSTRALIA (DARWIN BRANCH)

Secretary: P.O. Box 3584, Darwin 5794, Australia

LAND-ROVER OWNERS' CLUB OF AUSTRALIA (TASMANIA BRANCH)

Secretary: P.O. Box 139, Glenorchy, Tasmania 7010, Australia

LAND-ROVER OWNERS' CLUB OF AUSTRALIA (CENTRAL AUSTRALIAN BRANCH)

Secretary: P.O. Box 1039, Alice Springs 5750, Northern Territory, Australia

THE VICTORIA LAND-ROVER OWNERS' CLUB

Secretary: G. Bettenay, Unit 11/8 Eleanor Street, Footscray, Victoria, Australia

THE LAND-ROVER OWNERS' CLUB OF THE NETHERLANDS

Secretary: H C L Sieberg, N.W. Import Automobielen, Stadhoudskade 143, Amsterdam Z.

ROVER OWNERS' CLUB OF HOLLAND

Secretary: M J Abeling, Wisseven 10, Castricum, Holland

ROVER OWNERS' CLUB DEL ECUDOR

Secretary: P.E. Hunter, 'Quito' Department of State, Washington, D.C., 20521

BAVARIAN LAND-ROVER CLUB

President: Dr. Russell D. Fernald, 8132 Tutzing (obb.) Gut Deixfurt, Germany

LAND-ROVER OWNERS' CLUB OF AUSTRALIA (SOUTH AUSTRALIA BRANCH)

Secretary: R S Boagey, 165 Midway Road, Elizabeth Park, South Australia, 5113

ROVER P4 CLUB

President: Ken Maxwell Associates Ltd., 8 Hope Road, Kingston 10, Jamaica, West Indies

ROVER CAR CLUB OF NEW ZEALAND

Secretary: B. Richards, 50 Springfield Road, Western Springs, Auckland, New Zealand



How Tire Size Affects Speedometer Readings: The following is an article written by Gabby Jones and which was originally printed in the Land-Rover Owners' Club of Australia - Victorian Branch Review:

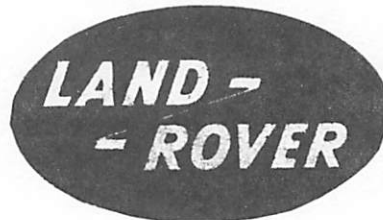
Since a large variety of tires can be fitted to Land-Rovers only provision has been made on the long wheelbase Land-Rover for a tire size change, i.e. the LWB has a different speedometer than the SWB. The SWB speedometer is calibrated for 6.00 x 16 tires and the LWB is calibrated for 7.50 x 16 tires and the Forward Control model for 9.00 x 16 tires.

Apart from fitting different tire sizes, different differential ratios can be fitted. The most popular modification is fitting a 4.3:1 ratio differential instead of the standard 4.7:1 differential.

Below is a table listing the combination of differential ratios and tire sizes. The calculations are based on a final drive ratio from the transfer case of 1.148:1, and approximate tire wall height as shown. (Tire wall height is the first number in the tire size, e.g. 6.00 x 16; the tire wall height can vary up to an inch depending upon the tread pattern).

<u>TIRE SIZE</u>	<u>4.7 DIFFERENTIAL</u>	<u>4.3 DIFFERENTIAL</u>
6.00 x 16	15mph/1000RPM (24kph)	16.9mph/1000RPM (27kph)
7.00 x 16	16.4mph/1000RPM (26.2kph)	18.0mph/1000RPM (28.7kph)
7.50 x 16	17.0mph/1000RPM (27.2kph)	18.7mph/1000RPM (29.8kph)
9.00 x 16	21.6mph/1000RPM (34.6kph)	23.9mph/1000RPM (38.2kph)

Example: If your SWB had 6.00 x 16 tires and you fitted 7.50 x 16 tires then at 4000 RPM (neglecting speedometer inaccuracies):
6.00 x 16 = 60 mph (96kph)
7.50 x 16 = 68 mph (108kph)



SOME PRACTICAL TIPS FOR RIVER CROSSING:

DO, when fording unknown river crossings, check by wading. Then when the depth and route is known drive the vehicle through.

DON'T forget to fit the clutch housing plug before entering the water, since water in the clutch will also enter the gearbox.

DO carry a can a de-watering fluid. This can save a lot of hard work in sprayed in and over the ignition system before fording deep water.

DON'T let the engine idle or race when fording. Use the correct gear and 1500 - 2000RPM. This will keep water out of the exhaust system, and prevent the fan from being bent by water.

DON'T if stuck in deep water, leave the engine idling. As water may enter the air cleaner and do much harm by hydraulic stalling, which will ruin the engine.

DO make sure that all petrol tank caps fit tightly. This will help to keep out water and reduce the possibility of fuel blockages.

DON'T forget to remove the clutch housing drain plug after wading. Oil is harder to remove than water.

Item 52 SUBJECT: TOWING (Policy Item)

MODELS: Land-Rover.

REMARKS: The weight of the trailer plus load suitable for any given model will depend upon several factors:

1. Towing stability.
2. Weight of vehicle contents including passengers. If the towing vehicle is not fully laden, the amount by which this load is reduced, can be added to the allowable trailer weight up to the recommended maximum, and the same performance can be achieved.
3. Altitude effects engine performance which is progressively reduced above 1,000 ft (300 m).
4. For trailer stability (2-wheel trailers) the load imposed on the vehicle tow bar (nose weight) should be between 50 lbs and 112 lbs (25 kg and 55 kg).

Rover recommended maximum laden trailer weights for satisfactory performance

A combination having a total trailed weight exceeding two tons should have a separate braking system on the trailer (vacuum or compressed air), controlled from the driver's cab.

Cross-country	1 ton (1.020 kgs)
Road and track, using overrun trailer brakes ..	2 tons (2.040 kgs)
Trailers with four wheels and independent power operated brakes	3 tons (3.060 kgs) (Diesel)
Trailers with four wheels and independent power operated brakes	4 tons (4.080 kgs) (Petrol)

Note: These figures should not be directly related to draw bar pull.

Territorial Regulations.

1. Since September 1965 it has been a legal requirement in the UK to have the rear indicator flashers on the towing vehicle and trailer flashing in unison. The seven-pin plug and socket adaptors for all models are suitable for both UK and European standard requirements.
2. A warning light must be fitted in the driving compartment to indicate that the trailer flasher lights are in operation.
3. Owners who are considering using their Land-Rover as a towing vehicle outside their own Country should familiarise themselves with the Regulations concerning all aspects of towing in the territories concerned. This is best done through the appropriate Motoring Organisations.

Towing equipment

The complete range of towing equipment is listed in the Land-Rover Optional Equipment Parts Catalogue, Part No. 605159, Page 223; full details with regard to trailer lighting are given in the Cumulative Amendment No. 2 for the above Parts Catalogue.

Item 80 SUBJECT: TOWING (Policy Item)

MODELS: Rover 2000 SC, 2000 TC and 2000 Automatic.
Rover 3½ litre, Saloon and Coupé.
Rover Three Thousand Five.

REMARKS: Since the subject of towing has been dealt with in Car Service News Letter, Vol. 2, No. 30, Item 331, the Rover Three Thousand Five has been added to the range of models.

The original information has been revised as necessary and we are giving below up-to-date details on the aspect of towing.

The performance figures quoted below are based on the following factors:

- (a) Towing stability.
- (b) Weight of car, including passengers. If the car is not fully laden, the amount by which the load is reduced can be added to the permissible trailer weight up to the maximum detailed below.
- (c) Altitude. Engine performance is progressively reduced at altitudes above 1,000 ft (300 m).
- (d) Severity of maximum gradient on which car and trailer are required to operate, and for cars with manual gearbox to restart, and for cars with automatic transmission to restart and climb without overheating on this maximum gradient.

(e) For trailer stability (2-wheel trailers) the tow bar loading weight imposed on the rear of the following limits:

Tow bar loading weight (nose weight): minimum 50 lbs (25 kg).
maximum 112 lbs (55 kg).

For practical purposes, the weight assessment (fully laden) of the vehicle includes four people (168 lbs each) (80 kg) plus one hundredweight (50 kg) of luggage and a full fuel tank. No allowance has been made for loss of traction due to road conditions or unsuitable and/or worn tyres.

1. Rover 2000 and Three Thousand Five models

Based on towing stability, the maximum trailer weight is 25 cwt (1.250 kg).

The performance for a fully laden car is as follows:

Model	Altitude and gradient			Trailer weight
	1,000 ft (300 m)	Up to 6,000 ft (1,800 m)	9,000 ft (2,700 m)	
2000 SC	1 in 10 (10%)	1 in 14 (7%)	1 in 18 (5.5%)	25 cwt (1.250 kg)
2000 TC	1 in 8 (12.5%)	1 in 11 (9%)	1 in 14 (7%)	
2000 Automatic	1 in 7 (14%)	1 in 8 (12.5%)	1 in 10 (10%)	
2000 SC	1 in 8 (12.5%)	1 in 11 (9%)	1 in 14 (7%)	20 cwt (1,000 kg)
2000 TC	1 in 7 (14%)	1 in 9 (11%)	1 in 11 (9%)	
2000 Automatic	1 in 6 (16.5%)	1 in 7 (14%)	1 in 9 (11%)	
2000 SC	1 in 7 (14%)	1 in 9 (11%)	1 in 12 (8.5%)	15 cwt (750 kg)
2000 TC	1 in 6 (16.5%)	1 in 8 (12.5%)	1 in 9 (11%)	
2000 Automatic	1 in 5 (20%)	1 in 7 (14%)	1 in 8 (12.5%)	
2000 SC	1 in 6 (16.5%)	1 in 8 (12.5%)	1 in 10 (10%)	12 cwt (600 kg)
2000 TC	1 in 5 (20%)	1 in 7 (14%)	1 in 8 (12.5%)	
2000 Automatic	1 in 5 (20%)	1 in 6 (16.5%)	1 in 7 (14%)	
Three Thousand Five	1 in 5 (20%)	1 in 6 (16.5%)	1 in 7 (14%)	25 cwt (1.250 kg)
	1 in 4 (25%)	1 in 5 (20%)	1 in 6 (16.5%)	15 to 20 cwt (750 to 1,000 kg)
	1 in 3 (33.3%)	1 in 4 (25%)	1 in 5 (20%)	12 cwt (600 kg)

2. Rover 3½ litre Saloon and Coupé

Great Britain and territories with similar climate and gradients:
Recommended trailer weight: 30 cwt (1.500 kg).

For all other conditions the recommended trailer weight is 25 cwt (1.250 kg).

Territorial Regulations

1. Since September 1965 it has been a legal requirement in the UK to have the rear indicator flashers on the towing vehicle and trailer flashing in unison. The seven-pin plug and socket adaptors for all models are suitable for both UK and European standard requirements.
2. A warning light must be fitted in the driving compartment to indicate that the trailer flasher lights are in operation.
3. Owners who are considering towing their caravan, etc. outside their own country should familiarise themselves with the regulations concerning all aspects of towing in the territories concerned. This is best done through the appropriate motoring organisations.

Towing equipment

The following towing equipment is available for the above cars:

Tow bar assembly—2000 SC, TC and Automatic and Three Thousand Five—Part No. 366772.

Trailer lighting kit—2000 SC, TC and Automatic and Three Thousand Five—Part No. 605014.

Tow bar assembly—3½ litre—Part No. 605695.

Trailer lighting kit—3½ litre—Part No. 605693.

Item 17 SUBJECT:

AUTOMATIC TRANSMISSION

MODELS:

All cars with type 35 Automatic transmission.

MODIFICATION:

Amendment to dipstick identification issued in Cars News Letter, Vol. 2, No. 35, Item 389.

REMARKS:

The caption for the illustration has been amended as follows, to include information of the two dipsticks used on Rover 2000 Automatic models.

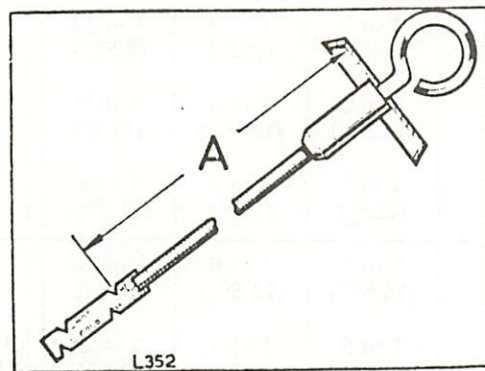


Fig. 1 Dipstick Identification

A—Dipstick length:	Rover 3 litre Mk III:	35 ¹ / ₈ in. (897 mm)	Up to engine serial number 40505364G
	Rover 2000 Automatic:	20 ¹ / ₂ in. (520 mm)	
	Rover 2000 Automatic:	18 in. (457 mm)	From engine serial number 40505365G onwards
	Rover 3½ litre:	29 ¹ / ₈ in. (745 mm)	
	Rover Three Thousand Five:	25 ¹ / ₈ in. (646 mm)	

Some Letters from the Membership: Member A.A. Kamishlian of Massachusetts recently wrote the following letter as a continuation of his experiences with the Land-Rover.

At 19,000 miles I replaced all of the clutch and brake fluid with Girling GT fluid. No problems so far. At 30,000 miles the right rear axle shaft broke on my asphalted driveway. This usually occurs at the spline just out of the spider assembly. Since the cork gasket under the rocker cover hardens and leaks so rapidly I used Permatex Form-A-Gasket. At 36,000 miles I replaced the rocker shaft. The symptom was oil squeezing out. It was scored on the bottom at each rocker arm. I'll get the spare hard chromed. I had Norseman L78-15 tires which lasted 20,000 miles. I ran at 28-30psi and 8-12 on beach sand. I now have Michelin 225-15 mud and snow radials which are much quieter, but squirm on steel bridges. They are fantastic on curves (10mph increase); also, with the smaller tire my mph is 200-300 rpm lower. At 3600 (maximum cruising speed) I clock 60mph. I've installed plastic cappings at all of the assembly holes in the frame box members to prevent rust and the entry of water. At 37,000 I broke the left rear axle shaft on asphalt. My transmission oil is leaking onto the clutch plate. My clutch sticks and the Landy hops in first gear. Perhaps this is why some Landys continue to break shafts. As a stop-gap I put a tube to the drain hole and filled it with one gallon of BrakeKleen with the clutch pedal held down with a stick for 10 - 20 minutes. ENGINE OFF! The throw-out bearing may make a light swish sound when depressed, but it will take it.

At 39,000 miles I replaced the rear pinion and right rear axle seals. The latest type are much more durable. At 40,000 miles good-bye alternator and one of its bearings. I now have a 17ACR model which shows about a 10 amp charge at 700rpm idle at night with my Carella 14 amp quartz-iodides and heater running. I've installed Phillips speakers on each side just above the driver's and passenger's heads. The space there makes an excellent speaker enclosure. I've been using a Bosch windshield washer pump for the last 15,000 miles. I've also installed a 5-watt AM-SSB transmitter and I'm currently shielding the ignition. I've grounded the top and sides at four points and hood with 2 3/4" braid straps.

Nearly all my repair work has been done by SEFERIAN ESCADRILLE, Cambridge, Massachusetts. Also my modifications. The owner likes Land-Rover owners because a higher percentage maintain and want their vehicles in perfect condition, as compared with the rest of his customers with extremely expensive modern and antique foreign cars. When I can afford it I'll install a Mercedes thermostatic fan (They have been successfully installed in a 109 with a six-cylinder Chevy engine).

A 4WD vehicle needs a lot of maintenance. However, after checking all of the other makes, particularly underneath, I'll accept the faults of mine. The main problem is to learn how to shift gears carefully (last year that cost me \$1000). I got my last broken exhaust manifold brazed at Seferian Escadrille. I've had no problem with it for the last 16,000 miles. As a hydraulic mechanic I'm currently getting numbers on better oil seals: Most non-American rubber products are terrible.

P.S. Zagata shipped the axles and it took less than 5 days to get them.

New member Andrew Goldfine recently purchased an electric engine block heater for his Land-Rover from The Canadian General Electric Co., Construction and Power Distribution Dept., 24 Ward Street, Toronto 4, Ontario, Canada. It screws into the hole tapped in the block behind the last softplug and under the exhaust manifold on 2 1/4 litre petrol or diesel engines. All that is necessary is to remove (unscrew) the existing plug. The company states that it is one of the slower heaters that they manufacture so it must be plugged in several hours before start-up to be effective. The part number is #365. I have never really had any reason to install mine although it sits outside all winter. My Rover has always started: I have a 94 ampere battery and occasionally use some ether when it is really cold.

Land-Rover Comments Cont'd: New member Andrew Goldfine recently removed the emission control devices from his Land-Rover 88, Series III and about two weeks later began to experience rough running problems. It would not idle smoothly and would stall when idling. Mr Goldfine lists what changes he did make and would ask anyone with any ideas to contact him:

- removed the EGR (exhaust gas recirculation) system completely
- removed the throttle-actuated switch in the distributor vacuum line and substituted a direct vacuum line to the distributor
- removed the fuel evaporitive system completely
- replaced the defective anti-dieseling switch on solenoid with a new one

The timing, points, plugs, etc. were adjusted as per specs and in good condition. The idle mixture jet has no noticeable effect on the idling qualities of the engine (I have gone from all of the way to the bottom to the recommended 3/4 turn to removing it completely). The engine is currently tuned to a rough state of idle at 1000 - 1150 rpm and 12 - 14 lbs. of vacuum. In the original state of tune it was getting 15 - 17 lbs of vacuum at 750 rpm. Now the idle wavers. The throttle butterfly seems to be closing completely. Does anyone have any ideas what the problem is?

Andrew recently notified us that he has since installed a Rochester mono-jet carburettor on his Landy and the running has been much better.

Member J.E. Trogdon has made two conversions to his Landy. He has replaced the original carburettor with a Carter "YF" (from a 216 cu. in. Chevrolet six-cylinder engine). The replacement is a bolt-on operation for carburettor, choke, and linkage. The fuel line must be adapted. As for shocks, he installed Monroe #4006 (#4032 is also OK). He notes that it was a tight bushing fit and took grease to install. These were installed on the front; he used Monroe #4044 on the rear.

Mr. Trogdon would also like some information from any member who has installed an American-made heater assembly in the cab of a Land-Rover. He feels the standard heater is inadequate. Secondly, he is interested in details on converting an early Land-Rover positive ground system to a negative ground one. Thirdly, he is interested in where he might purchase an "X-Panda-Cab" for his Landy? He saw one on a ten year old flyer from a dealer.



Member Bruce Van Deuson, 4840 Sullivan Boulevard, Virginia Beach, Virginia, 23455, phone: 499-0708 is willing to assist any other Land-Rover owner in his vicinity who has problems or wishes to work on his Land-Rover.

We would like to again remind members to be prompt in making Renewals so as to not incur Initial Dues. Also, cooperation of the membership is most important for a successful organisation. Please write us re: your experiences, needs, etc. Lastly, several members have expressed an interest in a meet, but unless there is real interest (numbers) and the help that goes with it there will not be a meet. Please show some spirit.

Parts and Service: Several members asked us to list parts and/or service facilities that have been recommended by the membership. This list was originally published for the last issue of the Newsletter, but due to a printing error was excluded.

- Foot Equipment Co., Red Fox Drive, PO Box 80809, College, Alaska - parts and service LR
- Wallace Imports, 1313 E. Camelback Rd., Phoenix, Arizona - parts and service R & LR
- English Motors of Berkeley, 2900 Shattuck Ave, Berkeley, California - parts and service R, LR
- 3rd Street Auto Supply, San Francisco, California - service LR
- Larry Reed, 9022 Wilshire Blvd., Beverly Hills, California - parts and service R, LR
- Atlantic-British Parts of California, PO Box 56, San Marcos, California - parts LR ROANA
- Progressive 4x4 Truck Accessories, 6605 Lash Lane, Los Angeles, California - access parts LR
- Dick Cepek, PO Box 1181, 9201 California Ave., South Gate, California - access parts LR
- CON-FEVV, 300 No Victory blvd., Burbank, California - access parts LR
- Advance Adaptors, Inc., 12120 Woodruff Ave., Downey, California - access parts LR
- Hugh Stewart, British Pacific, 101 W. Green St., Pasadena, California - service R, LR
- UK Auto Shop, 7119 Woodley Ave., Van Nuys, California - service R, LR
- Desert Vehicles, 440 Front St., El Cajon, California - access parts LR
- Clifford Research, 102 Kalmus Rd., Costa Mesa, California - access parts LR
- Reynolds Garage, East Lyme, Connecticut - service R, LR
- Wag's FINA garage, Peachtree Rd., Atlanta, Georgia - service R, LR
- John Smith, East Coast Tire Specialists, PO Box 2422, South Portland, Maine - access parts
LR ROANA
- Seferian Escadrille, Cambridge, Massachusetts - service R, LR
- Nick's Foreign Cars, Quincy, Massachusetts - parts and service LR
- Union Square Motors, inc., 9 Union Square, Somerville, Massachusetts - parts and service LR
- Black Wyvern Motor Service, Main Line Drive, Westfield, Massachusetts - service LR
- Rinke Jeep, Mt. Clemins, Michigan - service LR
- C. Brian Kaplan, 167 Oakland Rd, Maplewood, New Jersey - parts R ROANA
- Zagata Four Wheel Drive Center, Califon, New Jersey - parts and service LR
- Ray's Ocean Garage, Deal, New Jersey - service R, LR
- Atlantic-British parts, PO Box 109, Burnt Hills, New York - parts LR ROANA
- Long Island City Motors, 21-01 43rd Ave., Long Island City, New York - parts and service R, LR
- Nowell's Sports Summit Motors, Wilson, North Carolina - service R, LR
- Harrell Motor Sales, Inc., 1101 N Main St., Waynesville, North Carolina - service R, LR
- Herb's Auto Electric, East Liverpool, Ohio - service R, LR
- Bill Rapp Cars Ltd., Syracuse, New York - service R, LR
- Ray's Auto Sales, W. Broadway, Newport, Rhode Island - service R, LR
- FA Richmond, Woodstock, Vermont - service LR
- Texaco Station - across from State Fairgrounds, Rutland, Vermont - service LR
- Performance Cars, Newport News, Virginia - service R, LR
- Matt Ranali's Sunoco, King and Ottawa Sts., Hamilton, Ontario, Canada - service R, LR

Parts and Service Cont'd:

Cowie Motors, Halifax, Nova Scotia, Canada - parts and service LR
 Ron James, Ron's Autos, 204 Dinn Rd., San Antonio, Texas - parts and service R, LR ROANA
 R.R. Services, 58 Battersea Bridge Rd., London, SW11 3AG, England - parts LR ROANA
 Robert Hooks, 2030 Sand Rd., Vernon, Texas - parts R ROANA

FOR SALE: Series IIa and Series III Land-Rovers, petrol and diesel, right-hand and left-hand drives, Civilian or ex-War Dept. Complete vehicles supplied or any second-hand spares, also some new. Please write for list giving full details of your requirements: Mike Stallwood, R. R. Services, 58 Battersea Bridge Road, London S.W. 11 3AG, England.

RENEWAL MEMBERS:

Arnold Betbeze	1305 Scout Road Hixon, Tennessee, 37343	1965 2000SC, 1967 2000TC
Tom and Diane Gannon	Atlantic-British of California Box 756, San Marcos, Cal., 92069	1953 Land-Rover 86, Series I '58 88, Series I, '65 Series IIa one 1970 2000TC, two 1969 TC's, three 1967 TC's
Robert Hooks	2030 Sand Road Vernon, Texas, 76384	1973 Land-Rover 88, Series III
Paul G. McMahon	615 West Housatonic Street Pittsfield, Massachusetts, 01201	1973 Land-Rover 88, Series III
Anthony Touart III	Box 434 Laconia, New Hampshire, 03246	1973 Land-Rover 88, Series III

NEW MEMBERS:

Christopher W. Brann	P.O. Box 56 Phillipsville, California, 95559	1974 Land-Rover 88, Series III
Art Detrich	2127 N. Sedgewick Street Chicago, Illinois, 60614	1967 Land-Rover 109, Series IIa
Dr. Lois Flynnne	182 Gambier Street San Francisco, California, 94134	1973 Land-Rover 88, Series III
Jerome E. Gilles	2555-D West 235th Street Torrence, California, 90505	1973 Land-Rover 88, Series III
Andrew Goldfine	120 Aspen Lane Duluth, Minnesota, 55803	1973 Land-Rover 88, Series III
James A. Haycox, M.D.	5201 N. Saddlerock Drive Phoenix, Arizona, 85018	1966 Land-Rover 109, Series IIa
Joseph L. Hayden	Box 108 2140-3 Comm. Det., APO New York, 09291	1965 Land-Rover 88, Series IIa
Roy B. Henderson	2632 Guilford Avenue Baltimore, Maryland, 21218	1971 Land-Rover 88, Series IIa
Glen G. Larson	300 Ware Street Mansfield, Massachusetts, 02048	1972 Land-Rover 88, Series III
Cyrus C. McNutt, M.D.	8639 Lancaster Road Indianapolis, Indiana, 46260	1974 Land-Rover 88, Series III 1966 Land-Rover 109, Series IIa 1966 Land-Rover 109, Series IIa
Milford Manley	P.O. Box 2 Robson, West Virginia, 25173	1972 Land-Rover 88, Series III
David C. Ralph	94B North Mountain Road Gardiner, New York, 12525	Land-Rovers: numerous models
Mike Stallwood	58 Battersea Bridge Road London, S.W. 11, England	1972 Land-Rover 88, Series III
David D. Traynham	Route 1, Box 586 Cantonment, Florida, 32533	