

ROVER OWNERS' ASSOCIATION OF NORTH AMERICA



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New Jersey 07040

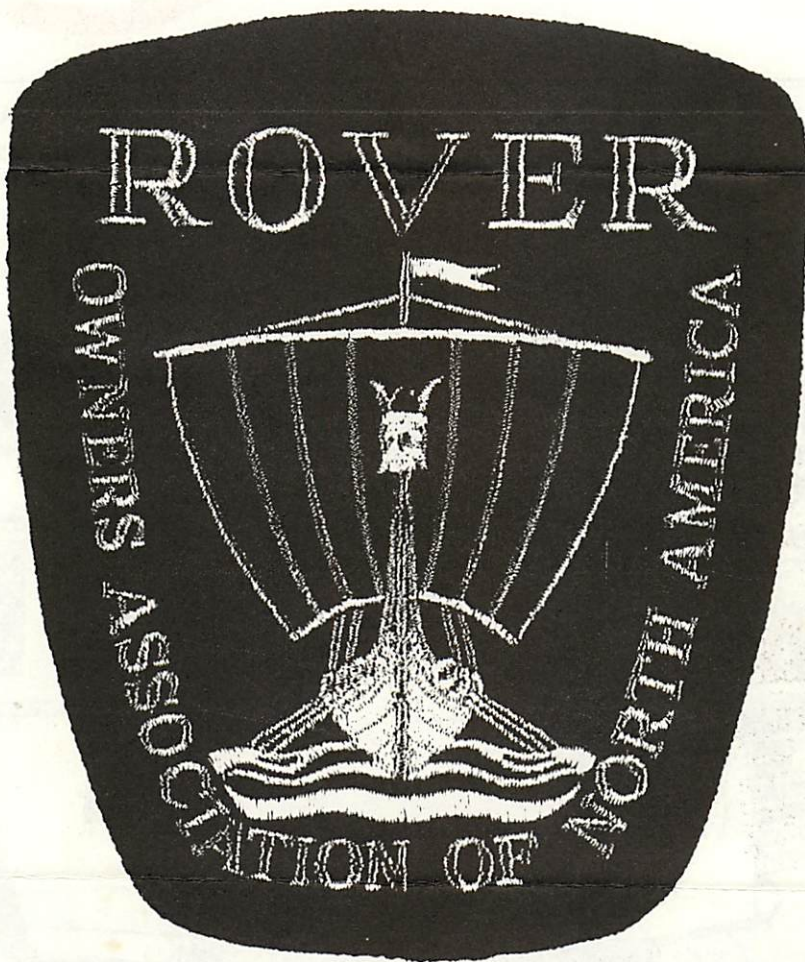
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The cover photograph for this issue of the newsletter was provided by member Dennis Staffne. Dennis is offering Association members a 15" x 17" silkscreen print of this photograph for \$20.00. The print is a five color silkscreen print finished in tones of brown. Dennis has only printed about a dozen of these at present, but would be willing to reprint a larger edition if there was a sufficient demand. Dennis, an art student, considers \$20.00 a fair price for each print. He indicates that the price would cover printing and shipping plus a small profit for himself. If anyone is interested please contact Dennis at: 11951 Lombardy Lane, St. Louis, Missouri, 63128.



The Association has recently had the good fortune to have member Jack Stoeckler of Union City, New Jersey make up our own Association patch. The patch is pictured above in actual size. However, this reproduction doesn't do justice to the fine quality of the work involved. The patch is a high quality embroidered patch. In the center it has a finely-detailed Rover ship in yellow-gold color with red; the background is black; "Rover" is also printed in yellow-gold; "Owners' Association of North America" is printed in light grey; the border is red. Jack has made these available to the Association for his cost in producing them. The price on these patches is \$1.00 plus \$.10 to cover the cost of postage for each patch. We feel that these represent excellent value, particularly compared to what is generally available. We urge all members to take an interest in acquiring our own Association badge and purchase at least one patch.

Land-Rover Biography: Member David Thompson wrote the following to us recently:

It is tempting to write a Rover biography, so here is a fairly long one! I purchased my 1961 88 in fair condition for \$800. Then the fun began. On a trip to Quebec I broke off the shift lever at the transmission. Welding was the only available solution. This trip was also marked by rear oil seal failure and a gas tank leak. It took a distance piece from Zagata to cure the axle. Starter, generator, regulator, and exhaust system were replaced with original equipment. Next time, I'll get an alternator. Then I went for the big plunge: I had the engine rebuilt by DeFinizio Importers of Essington, Pennsylvania. This included bearings, rings, fuel pump, and pistons. The odometer at that time was 96,000. The engine was bored .040" and the head was milled .040". The result is a smooth, strong, totally reliable powerplant. I highly recommend their engine shop. They know the Land-Rover!!

Subsequent problems have been in seating and the rear drive. I'm installing a second-hand differential and axle from Atlantic-British. I've been running on my front axle alone for over 3500 miles. This is OK, but can cause some "power shimmy" when all the torque is going to the front end. I'm planning on a front end stabilizer. I would also like the new Fairey overdrive.

Overall, the car is expensive to run and maintain, and my girlfriend hates it. It is impossible to sell for a fair price, except possibly through a newsletter such as yours. I'm sure that the car will easily repay my investment if I move to a remote area and keep it for fifteen years.

More positively, it is the best parking (but not when attendants must operate it), most instructive (like a big learning machine, if one has the shop manuals - available from Strattan Motors, Oceanfield, Pennsylvania), suprisingly good in cornering, and is damn attractive (finished in tan body, black hardware, and cream wheels). Incredibly good parts and service is available through Atlantic-British and Zagata.

Anyone who can advise me on seating, front shimmy, and engine replacement with a Ford, Chevy, or Rover V-8 will receive a polite response and a pass for one ride in what has come to be named "the Infidel".

New Windshield Wiper Design: Several years of research by a British engineering firm seeking a windshield wiper design that would operate as efficiently in the baking temperatures of the Persian Gulf as in the bitter cold of Alaska has led to an imaginative concept. In the new design, miniature brushes replace rubber blades, and the traditional stainless steel body is reconceived as a two-piece pinned housing precision molded from a contemporary engineering plastic - Celcon acetal copolymer (marketed in England as Kemetal).

Developed and manufactured by Inventitex Engineering Ltd. of Derby, England, the windshield "scrubbers" are reported to be the most effective method available of removing road dirt, oil, rubber, and insect remains from the glass windshield. The more than 20 mini-brushes which remove the dirt are housed in the ingenious body assembly consisting of two identical halves injection molded from acetal copolymer marketed in the U.K. by Amcel Ltd., London (European affiliate of Celanese Plastics Co., Newark, N.J.).

The two plastic body moldings are hinged together on a stainless steel pin retained in a stainless steel bracket on the end of the wiper arm. Behind the hinge pin, a single helical spring holds the body halves apart, and also transmits pressure to the outer extremities, thereby maintaining brush contact with the windshield. In a configuration reminiscent of aerospace control surfaces, the outer end of each body half incorporates integrally molded vane profiles which serve to keep the brushes in contact with the glass surface, particularly at high speeds - by means of wind pressure.

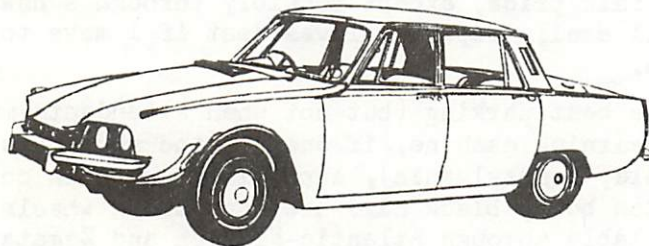
New Wiper Design (cont'd):

The new windshield scrubber utilizes miniature T-joints, also molded of acetal copolymer, to divert wash fluid from the pressure supply to tubes that serve each wiper. Thus, the fluid is introduced to the area swept by the wipers and is used to optimum effect.

The selection of Celcon acetal copolymer satisfied all requirements of the designers. Strength is very important, especially around the hinge area, since full driving force is exerted at this point during operation. In addition, the plastic material's ability to withstand operational temperatures from minus-40 to plus 150 degrees C. continuously was also vital. Such performance reliability for the engineering resin has also been proven in a wide variety of demanding field applications during the past 10 years.

The material's ability to be precision molded into complex configurations readily and without costly secondary steps was another factor in its selection permitting the practicable realization of the intricate design.

The unique windshield wipers are manufactured by Inventitex Engineering Ltd. of Derby, England. The body components and washer fluid T-joints are molded from Celcon acetal copolymer produced by Celanese Plastics Co., Newark. The engineering resin is marketed in Europe as Kemetal by Celanese's European affiliate, Amcel, Ltd.



1961 ROVER T4

Land-Rover Loses Out to Datsun: Member Adam Van Norden recently informed us of the following. Land-Rover pick-ups which for a long time were the only off-road vehicles available in the Middle East have lost out to a Japanese make. Datsun sold more pick-ups in Saudi Arabia than any other make. In fact, "Datsun" has become synonymous with pick-up trucks. Also, Saudi Arabia sells the cheapest gasoline at the pumps - 12¢ a gallon.

Member J.E. Trogdon of 3135 Garden Circle, Apt. 17, Shingle Springs, California, 95682 would like to know whether any member has made patterns for the full length canvas top for the Landy 88.

Rover Panels: Fiberglass replacement panels are available for the Rover P6 2000/3500 series vehicles from Rover Panels, P.O. Box 64, Bedford, Nova Scotia, Canada, Tel. A/C 902 - 835-8955. If one is phoning an order please call Mr. Dyer between 2000 and 2300 Atlantic Standard Time. Mr. Dyer informs us that the fiberglass panels he offers are made from the very best materials and techniques. All panels are bolt-on replacement panels. He offers front fenders for \$90.00 each and rear fenders for \$85.00 each. Please state which side when ordering. Door sills are \$40.00 per pair only. All prices are FOB Halifax, Nova Scotia. Please enclose payment with order and specify choice of shipping when ordering.

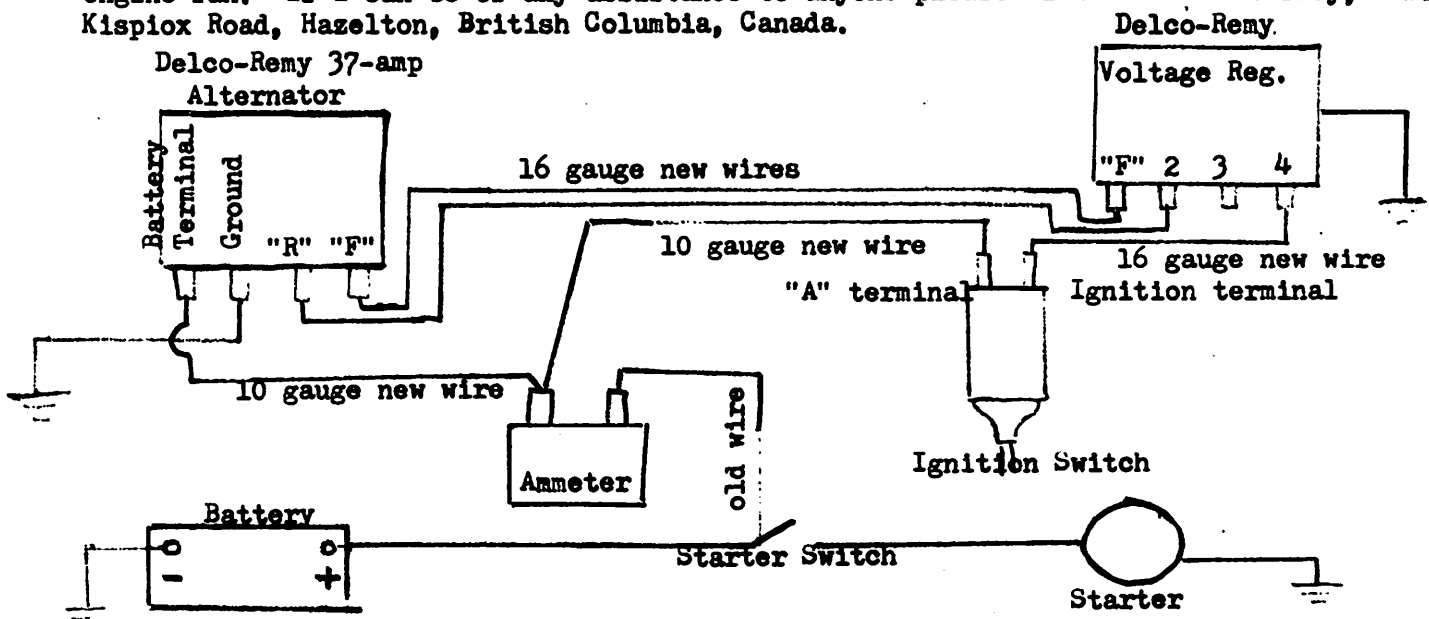
Alternator Conversion for Early Land-Rovers: Member Jim Easterday of British Columbia, Canada was kind enough to outline the process by which he converted an older generator Landy to an alternator set-up.

Here is one way to convert positive-ground generator-equipped Land-Rovers to negative-ground alternator power. The advantages of the alternator are greater amperage output, greater charge capacity at idle speeds, and equal or better reliability.

I used a Delco-Remy 37 amp alternator and a voltage regulator suitable for it, and also meant for use with an ammeter. In Canada, the Wilson rebuild parts to ask for are: DR-3000 (alternator) and DR-3600 (voltage regulator). The standard 3" alternator pulley is used. The battery must remain disconnected during the installation.

- (1) Reverse the ammeter wires.
- (2) Reverse the two small wires of the ignition coil.
- (3) Remove generator, fabricate bracket for alternator and install; leave old voltage regulator in place.
- (4) Disconnect wire connecting the ammeter to "A" terminal of old voltage regulator. Tape the end and secure out of the way. Replace with a new wire from the same ammeter post to battery terminal of alternator.
- (5) Run new wire from same ammeter post (see #4) to "A" terminal of ignition switch. Remove old wire on "A" terminal, tape it and secure it out of the way.
- (6) Install new wire from ignition terminal of ignition switch to #4 terminal of new voltage regulator.
- (7) Install new wires from #2 terminal of voltage regulator to "R" terminal of alternator and from "F" terminal of voltage regulator to "F" terminal of alternator.
- (8) Install wire from ground terminal of alternator to a good ground on the engine.
- (9) Install ground wire from voltage regulator base to a good ground on the engine.
- (10) Remove charge warning light bulb (sorry, we can't use it).
- (11) Reverse battery connections so that it is negative ground.
- (12) By wiring around the old voltage regulator as we have, there may be a lack of current at one of the fuse boxes. Simply run a short wire to supply current from another fuse circuit.

Installer should refer to the wiring diagrams for his Land-Rover for the location of terminals and details. I'll leave the details of the alternator mounts and location of the voltage regulator to the reader. I have been putting the voltage regulator on the wall of the engine compartment nearest the alternator and fabricating brackets for the alternator that fit the old generator mount holes. The alternator may be mounted as close as 3/4" from the exhaust manifold thanks to the cooling effect of air from the engine fan. If I can be of any assistance to anyone please write: Jim Easterday, RR#1 Kispiox Road, Hazelton, British Columbia, Canada.



Land-Rover Owner Responds: Member Andy McKane of McKane's Rover Imports Ltd., 2020 Lincoln Avenue, San Diego, California, 92104 recently sent us the following interesting letter.

Since when do Land-Rover 2 $\frac{1}{4}$ petrol engines burn valves? Having owned five - all 2 $\frac{1}{4}$ petrol - since 16 April 1964, I can say only three valves have been replaced. One in a 1962 at 127,000 miles (first time the head was taken off) and two in a 1964 Landy at over 100,000 miles.

My present vehicle is a 1972, commissioned on 25 August 1972, with over 42,000 miles. It is an 88 Station Wagon with tropical roof and vents. This Land-Rover has had only two problems since new:

- 1) Scored engine cylinder #4 at 438 miles (it was my fault - 65-70 mph on a new engine)
- 2) Cracked exhaust manifold at 11,962 miles (again it was my fault, having turned the ignition off and then back on at 65 mph going down hill. The manifold was broken by the explosion of un-burned gas, which also blew up the muffler).

No other problems since new. Fuel consumption while emission controlled was 13 - 18 mpg. Now, there is only a PCV valve and consumption is 14 - 21 mpg.

I drove this vehicle from Missoula, Montana to Leonia, New Jersey in August, 1973 in a total of four days. On the return trip, I covered 1263 miles in one day - Long Beach Island to Peoria, Illinois via Bloomington, Indiana - driving alone, with only a dog for company. I've drove constantly flat out and still do with no obvious detrimental effects.

The vehicle is equipped as follows:

- Station wagon type lid
- Auxiliary petrol tank (12 U.S. gallons)
- Center seat tool tray
- Warn hubs (never again)
- Lifting and towing rings
- Koenig L-721 PTO Winch, followed by Fairey Capstan Winch (rotton by comparison)
- Michelin 7.00 x 15 XC tires, all mounted
- Michelin 7.50 x 16 XY tires " "
- Michelin 7.50 x 16 XS tires " "
- 8 track tape deck
- Heavy duty front and rear springs
- Heavy duty front and rear shock absorbers
- Lucas distributor #41363 (non-emission)
- Zenith carb #598107 (non-emission)
- canvas top with bows
- Power lock rear differential (available through Rover parts department)
- Exterior sun visor

I must add, all parts are genuine Rover except the tape deck and those damn Warn hubs. I shall go back to factory hubs soon, to insure proper swivel pin lubrication. Tire preference is the 7.50 x 16 XS Michelin with O.D. of 32.52 inches - ground clearance is a good 10 inches. I've had one broken half shaft in 11 years, at over 100,000 miles. Rover, incidentally, blames this on transmission wind up from using 4WD on hard ground with different rotational speeds at front and rear wheels. Severe problems can end up breaking the layshaft and mainshaft. The benefit of oil leakage is that it prevents rust on the undercarriage. Rover thinks of everything.

P.S. Total mileage on five McKane Land-Rovers: 306,000. One Landy which I sold now resides in Big Sky, Montana with almost 170,000 miles. I have put another 10,000 miles on factory and dealer demo L-R's, and even blew an engine with under 100 miles on it once - doing in excess of 75 mph down a mountain pass in Washington. That feat collapsed 3 pistons.

Item 71 SUBJECT: DOOR LOCKS

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

MODIFICATION: Introduction of simplified adjustment procedure for front door locks.

LITERATURE AFFECTED: Rover 2000 Workshop Manual, Part No. 605028. Operation S-29.

REMARKS: The revised adjustment sequence for front door locks replaces the information given in the Rover 2000 Workshop Manual, Operation S-29, under the heading 'Adjustment sequence for front door private lock.'
This procedure applies basically also to the Rover 3½ litre models.

WORKSHOP INFORMATION: **Adjustment sequence for front door locks. All models.**

4. Move the lock-operated arm downwards into the locked position

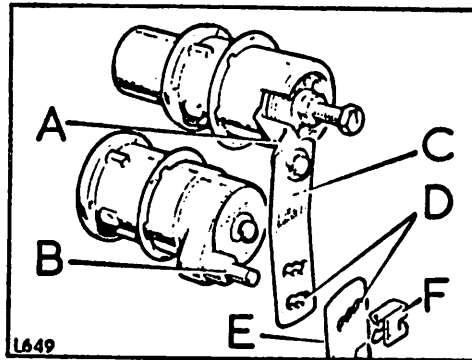


Fig. 7. Moving lock-operated arm and push button locking arm into the locked position. Early Rover 2000 models

- | | |
|--|-------------------|
| A—Push button locking arm in locked position | D—Alignment holes |
| B—Lock operated arm in locked position | E—Lower link |
| C—Upper link | F—Retaining clip |

5. Similarly, move the push button locking arm downwards into the locked position, retaining it in this position by holding the push button in the fully depressed position.

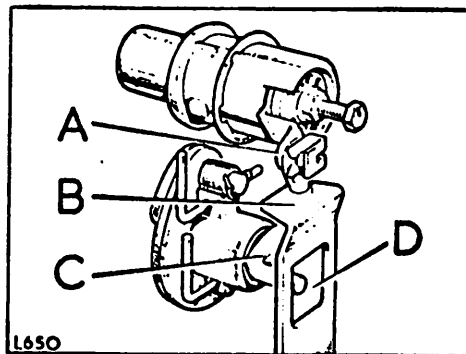


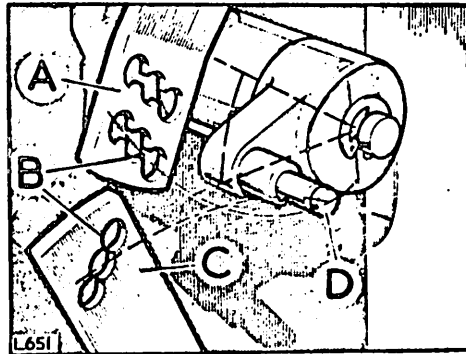
Fig. 8. Moving lock operated arm and push button locking arm into the locked position. Late Rover 2000 models and Rover Three Thousand Five

- | |
|--|
| A—Push button locking arm in locked position |
| B—Spring-loaded link |
| C—Lock-operated arm in locked position |
| D—Cut-out in spring-loaded link |

6. **Early Rover 2000 models.** Engage the upper link on the lock-operated arm, using the most appropriate hole. Three holes are provided at the lower end of the link, to give the best possible selective assembly. The link should be just long enough to take up any slack in the push button locking arm.

The top end of the lower link is similarly provided with holes. Push the link downwards slightly, if the adjustment causes the dowel to be between two of the locating holes.

Secure upper and lower link to the dowel on the lock-operated arm, using a single clip.



**Fig. 9. Aligning upper link and lower spring-loaded link
Early Rover 2000 models**

A—Upper link
B—Alignment holes
C—Lower spring-loaded link
D—Dowel on lock-operated arm

7. **Late Rover 2000 models and Rover Three Thousand Five.**

Clip the spring link-loaded link to the push button locking arm, locating the key-operated lock arm in the cut-out provided in the spring-loaded link.

8. Adjust the eye bolt at the upper end of the spring-loaded link to take up any slack in the push button locking arm.
9. Ensure that the lock-operated arm is not in contact with the frame of the cut-out, either in the locked or unlocked position.

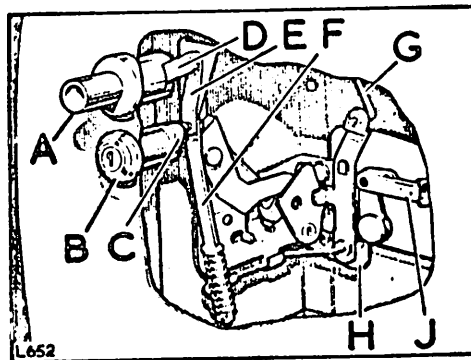


Fig. 10. Layout of front door lock linkage. Early Rover 2000 models

A—Push button
B—Private lock
C—Lock-operated arm
D—Push button locking arm
E—Upper link
F—Lower spring-loaded link
G—Control rod for sill knob
H—Door lock
J—Link for remote control

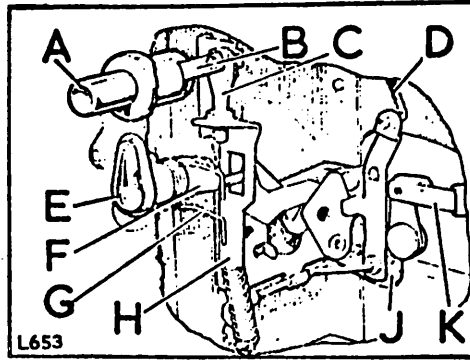


Fig. 11. Layout of front door lock linkage.
Late Rover 2000 models and Rover Three Thousand Five

- | | |
|----------------------------------|---------------------------|
| A—Push button | F—Lock-operated arm |
| B—Push button locking arm | G—Retaining wire |
| C—Eye bolt on spring-loaded link | H—Spring-loaded link |
| D—Control rod for sill knob | J—Door lock |
| E—Private lock | K—Link for remote control |

10. All models. If these operations are carried out correctly, the linkage will be completely synchronised and the lock mechanism will operate correctly, without resistance.
11. Finally, check security of retaining clips.
12. Refit door trim.

Item 12 SUBJECT: HAND BRAKE MAINTENANCE ATTENTION

MODELS: Land-Rover, Bonneted and Forward Control models.

REMARKS: Experience in the field has shown that very often the hand brake relay lever spindle and lever assembly is not included in the lubrication of general items such as throttle linkage, door locks, hinges and bonnet prop rod etc., at the specified 12,000 miles (18,000 km) intervals.

Consequently, this lack of maintenance causes the hand brake relay lever to seize on its spindle.

Distributors and Dealers are requested to bring this point to the attention of those responsible for the vehicle lubrication.

The literature affected will be amended to emphasise this at the next available reprint.

Item 82 SUBJECT: IGNITION TIMING

MODELS: Rover 2000 SC, 2000 TC and 2000 Automatic.

MODIFICATION: Introduction of ignition timing at front end of engine. This modification involves the following changes:

- (a) Timing pointer with adaptor screwed into front face of cylinder block.
- (b) Addition of timing marks to fan driving pulley on crankshaft.
- (c) New distributor with modified automatic advance curve, to enable engine to be timed both statically and dynamically.

The latest distributor for SC models comprises also a push-on type vacuum pipe connection instead of the screw-on type previously used.

LITERATURE AFFECTED: Rover 2000 Workshop Manual, Part No. 605028, Operation A1-16.

PART NUMBERS: Rover 2000 Parts Catalogue, Part No. 606128, Pages 9, 17, 73 and 77.

IDENTIFICATION: The latest distributors are identified by the appropriate Lucas Despatch number on the distributor body:

Rover Part No.	Model	Lucas Despatch No.
574218	2000 SC and 2000 Automatic 9:1 compression ratio	LU 41307
574219	2000 SC 7.5:1 compression ratio	LU 41308
574788	2000 TC 10:1 compression ratio	LU 41309
574786	2000 TC 9:1 compression ratio	LU 41310

REMARKS:

Distributors and Dealers are strongly recommended to use the dynamic method of timing the engine on all models fitted with the latest distributor. When stocks of the previous distributors are exhausted the latest type only will be supplied against all orders.

Where a distributor Part No. 574218, or 574219, is supplied in replacement of the early type, it is also necessary to supply and fit the suction advance pipe, Part No. 566933, to suit the push-on connector on the latest distributors.

It should be noted that if an early type distributor is used as a replacement for the latest distributor, the ignition can only be timed statically.

WORKSHOP INFORMATION:

To time the ignition dynamically, proceed as follows:

1. Set distributor point gap to .014 to .016 in. (0,30 to 0,40 mm).
2. Couple stroboscopic timing lamp to engine following manufacturers' instructions, with the high tension lead attached to No. 4 cylinder plug lead.
3. Disconnect vacuum advance pipe from distributor and block vacuum advance pipe by suitable means.

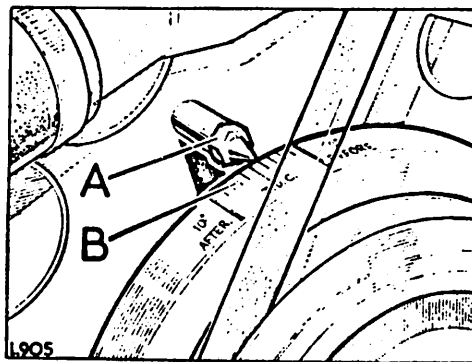


Fig. 1 Ignition timing marks

A—Timing pointer on cylinder block
B—Timing marks on vibration damper rim

4. With the distributor clamping bolt slackened and the engine idling as follows:
2000 SC 550 to 600 rpm.
2000 TC 700 to 750 rpm.

turn the distributor, until stroboscopic lamp synchronises the timing pointer and the appropriate mark on the vibration damper rim:

2000 SC and Automatic 9:1 compression ratio	4° BTDC
2000 SC and Automatic 7.5:1 compression ratio	6° BTDC
2000 TC 10:1 compression ratio	6° BTDC
2000 TC 9:1 compression ratio	6° BTDC

Rover/Land-Rover Spares: Member John S.V. Smith of East Coast Tire Specialists, P.O. Box 2422, South Portland, Maine, 04106 indicates that he now carries 7,00 x 16 military non-directional tires for \$35.95 including F.E.T. Write to John for particulars on these and other accessories that he handles.

John has also been doing some research regarding other parts sources for Association members. Some of those that he has found are as follows: Do to the great difficulty in getting Land-Rover springs, John contacted Car springs Engineering Co. Ltd., Jute Lane, Brimsdown, Enfield, Middlesex, England. They quoted the following prices in Pounds sterling for John:

SHORT WHEEL BASE

LONG WHEEL BASE

Part #	Price	Part #	Price
1885 Series I	Front 1950/53	17.09p	2043 107" Series Ia Front o/s 1954/55
1672	Rear o/s 1948/53	14.96p	2044 " " " " " " " " n/s
1886	Rear n/s 1948/53	14.96p	2257 107/9" " " " " " " " o/s 1955/8
2029 86/88" Ia	Front o/s 1954/58	12.19p	2258 " " " " " " " " n/s
2030	" " " " " " " " n/s	12.19p	2045 107" " " " " " " " rear o/s 1954/6
2031	Rear o/s " " " " " " " " rear o/s	17.38p	2046 " " " " " " " " n/s
2032	" " " " " " " " n/s	2255 107" Station Wagon &	
2029 88" 2	Front o/s 1958/61	12.19p	Ia rear o/s 1954/8
2030	Front n/s " " " " " " " " Front n/s	12.19p	2256 " " " " " " " " n/s
2257 " 2,2a,3	" o/s 1958 on	12.17p	2258 107/109" Station Wagon
2258 " " " " " " " " n/s	12.17p	Series 2 Front o/s 1958/61	12.17p
2031 " " " " " " " " rear o/s 1958/61	17.38p	" " " " " " " " n/s	no good
2032 " " " " " " " " n/s	17.38p	2382 " " " " " " " " n/s	1958 on 12.17p
2608 " " 2a,3	" o/s 1962 on	2351 " " " " " " " " rear o/s	19.43p
2622 " " " " " " " " n/s	16.86p	2258 " " " " " " " " front n/s	12.17p
		2359 " " " " " " " " o/s	13.40p
		2257 " " " " " " " " n/s	12.17p
		2352 " " " " " " " " rear n/s	19.43p
		3099 " " " " " " " " Forward Control Series 2r	only 26.61p

Due to the heavy shipping costs involved Car springs indicated that an order of no less than fifty units is essential. John felt that if there was enough interest and need on the part of members that such an order could be placed. Any member so interested please advise us.

Car springs Engineering also produces a Tuck-away trailer. This unit is demountable in only twenty minutes. It includes an all metal frame, laminated springs with full-width solid axle and 16 x 4 wheels, full race roller wheel bearings, reinforced steel corners, and full lighting. It comes in two models: the Mark I, with the box section constructed of 5/8" redwood timber. It comes in three models: a box size of 4' x 2'6" and 14" depth for 66 pounds sterling; 4' x 3' x 14" for 68 pounds; 5' x 3' x 14" for 73 pounds. It has various reasonably priced options from extra height, extra depth, heavy duty tartan nylon covers, lockable fibreglass lid, drop down tailboard, spare wheels, and trailer support stand. The Mark II comes with PVC sides in teak trim. Similar options are available and the prices are: 4' x 3' x 13", 66 pounds; 5' x 3' x 13", 71 pounds. If there is an interest the Association could arrange to bring some of these units over. Campart Distributors Ltd., 1405 Edmonton Trail, N.E., Calgary, Alberta, T2E 3K8, Canada is a parts supplier of foreign car parts who carry a large inventory of Land-Rover parts.

The following concerns stock second-hand and some new parts for the Rover sedans. Rover Centre, 318 Lea Bridge Road, Leyton, London E 10, England handle 2000 spares; Roverpart of Lewisham, 108 Cudham Lane North, Cudham, Sevenoaks, Kent, England carry spares for Rovers 1950-66. Motoslympia, Welchpool, Wales have second-hand parts for all Rover models.

Land-Rover Axle Failures: Member A.A. Kamishlian of Watertown, Massachusetts recently wrote us concerning Land-Rover axle failures.

Concerning my axle failures and to allay some fears. The easiest way to break an axle shaft is in two-wheel drive on dry pavement. I broke three in eight months, the last in April at about 41,000 miles. Two broken axle shafts were tested by a metallurgist known to Seferian Escadrille. They tested out at 150,000 psi tensile strength, are of decent material (equal to SAE 4130), and the conclusion was that they broke instantly and statically. I have a report on heat-treating them to 180,000 to 190,000 psi tensile. Some axles which are manufactured by a different sub-contractor are available and are not supposed to break.

My tentative conclusion is that the shafts broke because of spring wind-up. I think that the rear bushings were too tight. I used copious amounts of penetrating oil on the shackle and pivot bolts and nuts, loosened them, and re-torqued the bolts to 80 ft. lbs. and the nuts to about 110 ft. lbs.

Some other bits of information:

A slight addition to the 1972 or later distributors. They are vacuum retard and cannot be changed.

At 43,000 miles I installed a capacitive discharge system. It increased my mileage about 2 mpg, but I have used three units in 2,000 miles and do not recommend their use.

I use a Stewart-Warner oil temperature gauge (#D361CC) since the factory recommends a maximum oil temperature of 195°F which can be exceeded if driving 55 mph or over for very long on an 80°F or higher day.

Michelin now sells here a 7:50-16 XCA Radial tire which is 5 $\frac{1}{4}$ " wide. My 2:25-15 radials are 7" wide and are not allowed at the Cape Cod seashore. The michelins are and do the job.

Another Land-Rover Parts Source: In our last issue we included Land-Rovers Ltd. as a new parts source. They have recently written us to inform us that they have moved from the address last listed. They are now located at: P.O. Box 150, Christmas Cove, South Bristol, Maine, 04568. They are currently preparing a new parts catalog which should be available in August and costs \$1.00 (deductable from one's first order). In addition to new parts, they are also carrying accessories as well as used body and engine parts.

More Parts Sources: Member John SV Smith indicates that the following parts sources exist for Rover, Land-Rover, and Range-Rover parts: For exhaust systems there is:

J. Stock, EM 21, T1 Michleham Down, London, N12 7JL, ENGLAND

For Rover and Land-Rover Springs there is:

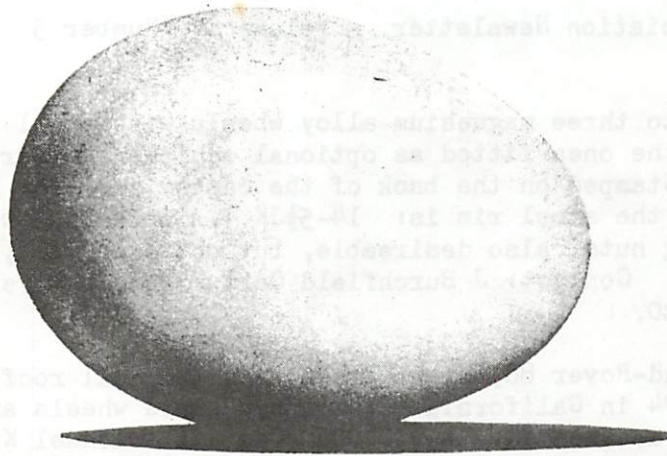
Carsprings Ltd., Jute Lane, Brimsdown Station, Enfield, Middlesex, ENGLAND

For Land-Rover clutches and pressure plates there is:

Shaw Auto Spares, Dept. EM 75 Reuben St. (off Manchester Rd), Heaton Norris, Stockport, Cheshire SK4 1PT, ENGLAND

John indicates that the above concern has friction plates for 3.40 Pounds Sterling and pressure plates for 7.55 Pounds Sterling, taxes included.

The Rover Owners' Club del Ecuador is: B. Aviles Alfare & CIA
AV. N.N. U.U. E Inaquito
P.O. Box 2760
Quito, Ecuador
South America



Splendid design; but would you want to be riding in one when it had an accident?

1. The ordinary car has a nice shell to protect the contents, namely you.

2. The Rover 2000 Sports Sedan has a *body*, the way you do. Have you ever noticed how handy your bone structure and rib cage come in? So have we.

3. Which is why the Rover 2000, underneath all that magnificent skin, looks like this:



4. What you have just looked at is more than a safe, rigid steel cage; it is a *self-contained* car, ready to go. You can drive it like this if you don't care what anyone thinks. It is true that beauty is only skin deep; especially from the outside:



5. However, it is some skin, and pretty deep, too: 19 steel and aluminum panels, fitted to precision tolerances and bolted onto the underneath body. O.K., the Rover 2000 has *two* bodies.

6. (NOTICE: If any panel gets bashed-up you can get it repaired or replaced cheaply and quickly. To get a *whole new* front fender costs but \$32.00 plus 60 minutes labor. Try this on a '65 Egg; or a '66 Egg, for that matter.)

7. We have mentioned that a Rover 2000 Sports Sedan is a sports sedan. That is true. We can't think of another car that handles as well, and that's not just our opinion.

Road Test magazine asked on its cover, "Does The World's Finest Car Cost Only \$4,000?" Inside they said yes it is and does.

8. Actually, complete, it only costs \$3,998; still, by the time you add on license plates and raccoon tails . . . If you want to pick it up in Europe we can beat that price all hollow.

9. It also stops: the 2000 has disc brakes all around. We figure that anything that goes that well ought to stop that well. (You'd think that Eggs would all have disc brakes too, wouldn't you? Considering.)

10. If you'd like to know more about the Rover 2000, and there's lots more, why don't you try one? See a Rover dealer or write us.

WANTED: From one to three magnesium alloy wheels with steel rims for a Rover 2000TC. They are the ones fitted as optional equipment after the chromed Rostyle wheels. Stamped on the back of the casted part is: KH70612; stamped on the inside of the steel rim is: 14-5 $\frac{1}{2}$ JK. Also wanted with the above: narrow, necked lug nuts; also desireable, but not essential, the Rover insignia center hole caps. Contact: J Burchfield Cartwright, 7 Elysian Way, East Liverpool, Ohio, 43920.

FOR SALE: 1974 Land-Rover 88, light green with tropical roof, purchased new by me in May, 1974 in California. Three new spare wheels and tires. Fine condition. Totally documented. \$5000.00. Contact: Michael Klein, P.O. Box 10208, Bainbridge Island, Washington, 98110. Phone: (206) 842-5774.

WANTED: Wish to purchase a 1974, Series III Land-Rover Model 88. Please write to: John M. Hotes, 1900 West Hoteco Avenue, Anchorage, Alaska, 99502. Will pay cash for Land-Rover and pick up in the lower 48.

WANTED: Interested in purchasing Land-Rover Model 88 or 109 Series III, if wrecked, for spare parts. Will pay cash immediately thru our agent in New York or Chicago. Write and forward pictures if you have a damaged Land-Rover available which is beyond repair. Contact: John M. Hotes, 1900 West Hoteco Avenue, Anchorage, Alaska, 99502.

FOR SALE: 1967 Land-Rover 88, serial # 24430615D. Full length top with combination lift-tall gate. Work recently done: frame, firewall, and both axle casings sandblasted and painted; valve gear and head completely reworked; radiator dismantled, cleaned, and painted; fuel tank sandblasted and painted; interior newly repainted and new rear seats. New items installed: complete wiring, front to rear; coil; fuse box; generator; brake linings; new seals in wheel cylinders; new clutch master cylinder; clutch and pressure plate; engine seals; ball joints; handbrake seals; radiator hoses; heater hoses; new seals and gaskets in both axles, complete; U-joints on both shafts; five new tires; new shocks; etc. . . Vehicle modified with servo-assisted brakes and high-output heater. Rebuilt items: water pump, starter, etc. . . All running gear in excellent shape. Price: \$2750. Contact: John SV Smith, c/o East Coast Tire Specialties, P.O. Box 2422, So Portland, Maine, 04106.

FOR SALE: 1972 Land-Rover 88 Series III. Excellent Condition. 22,000 miles, tow bar, original tachometer and tool kit, compass and altimeter, luggage rack, four new mud grip tires, two tool boxes on luggage rack, spare tire mounted on hood, Vehicle has no dents. Contact: Gerald W. Newman, Route #1, Box 38, Buras, Louisiana, 70041.

WANTED: Short cab top to fit Land-Rover 109. Pick-up cab top with or without tropical roof. Contact: Randolph fox, 2726 Croasdaile Drive, Durham, North Carolina, 27705.

FOR SALE: 1966 Series IIa Land-Rover; 109/4 cylinder gas; \$2000.00; good mechanical condition; pictures on request. Contact: Capt. Bob Tretsch, Cp. Lejeune, North Carolina, 919-451-7406 after 5 P.M.

Solid State Ignition: We understand that Mobelec Manufacturing Corporation of 1328 Linda Street, Rocky River, Ohio, 44116 manufacture a solid state heavy-duty ignition system for Rover products. It is guaranteed for two years and is available through local distributors. The sytem lists for \$100.00, but is also available factory direct for \$84.00 freight paid.

LAND-Rover Motorhome: In additon to their spin-off oil filter conversion for the Land-Rover, D.W. Richardson, P.O. Box 363, Malibu, California, 90265 manufactures a variety of other add-on accessories for the Land-Rover. They offer a complete Expedition-Motorhome conversion including galley, shower enclosure, water system, refrigeration, electric chemical toilet, etc. etc. for \$3500; a Sleeper Top for \$1650; Demolition bumper for \$275.

RENEWAL MEMBERS.

Walter Banta	1566 W. 158th Street Gardena, California, 90247	1972 Land-Rover 88, Series III
Maurice E. Bell	1008 Glenn Circle No State College, Pennsylvania, 16801	1967 2000TC
Stanley Bleeker	2405 E 63rd Street Brooklyn, New York, 11234	1971 Land-Rover 88, Series IIa
Anthony J. Bonanno	Shenandoah National Park Luray, Virginia, 22835	1971 Land-Rover 88, Series IIa
Damasco Gomez	90 Edwards Street Quincy, Massachusetts, 02169	1968 2000TC
Larry Green	1321 Sunset Drive Fort Wayne, Indiana, 46807	1970 Rover 3500s
John E. Hanna	1580 So. Monroe Street Denver, Colorado, 80210	1958 Land-Rover 88, Series II
John Kirk	31-45 102 Street E. Elmhurst, New York, 11369	1966 Land-Rover 109
Michael Klein	P.O. Box 10208 Bainbridge Island Washington, 98110	1974 Land-Rover 88, Series III
Dr. Charles McCall, Jr.	116 Miller Drive Tryon, North Carolina, 28782	1969 2000TC 1970 Land-Rover 88, Series IIa
Henry McKee	1104 B 20th Street Santa Monica, California, 90403	1971 Land-Rover 88, Series IIa
Mike McMillan	1354 Boxwood Drive Melbourne, Florida, 32935	1971 Land-Rover 88, Series IIa
Carl Nowell	600 N. Pender Street Wilson, North Carolina, 27893	1963 3-litre, 1966 & 1968 2000's 1968 Land-Rover 88, Series IIa
Mark Pliskin	Monroe County General Hospital E. Stroudsburg, Pennsylvania, 18301	1972 Land-Rover 88, Series III
Yale Rachlin	128 Addington Road Brookline, Massachusetts, 02146	1969 2000SC Automatic
Charles J. Rowell	P.O. Box #3 Monett, Missouri, 65708	1970 Land-Rover 88, Series IIa
John SV Smith	P.O. Box 2422 So. Portland, Maine, 04106	1972 Land-Rover 88, Series III

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RENEWAL MEMBERS (cont'd):

J. Clarence Stoeckler 1720 New York Avenue 1966 2000SC
 Union City, New Jersey, 07087

Adam Van Norden 45 East 62nd Street 1972 Land-Rover 88, Series III
 New York, New York, 10021

Roger A. Yerry 20 Chestnut Street 1972 Land-Rover 88, Series III
 Rhinebeck, New York, 12572

Peter Zavon 4020 Rose Hill Avenue 1968 2000SC Automatic
 Cincinnati, Ohio, 45229

NEW MEMBERS:

Gordon K. Crooks c/o Mrs. Smith, Route #1 1974 Land-Rover 88, Series III
 Pataskala, Ohio, 43062

Chris Donald P.O. Box 86356 1971 Land-Rover 88, Series IIa
 No. Vancouver, British Columbia, Canada

Al Dykes 77 Nevada Avenue 1963 Land-Rover 88, Series II
 Staten Island, New York, 10306

Robert Dugan 1907 Stearns Hill Road 1964 Land-Rover 88, Series IIa
 Waltham, Massachusetts, 08154

George Ellquist Box 83 1956 Land-Rover 88 Pick-up 2 litre
 Whitmore, California, 96096 1958 Land-Rover 88 2¼ litre Pick-up

Mark Fontanella 151 West 4th Avenue, Apt. #2 1966 Land-Rover 88, Series II
 Denver, Colorado, 80223

Randolph Fox 2726 Croasdaile Drive 1970 Land-Rover 109 Carawagon
 Durham, North Carolina, 27705

Susan & Terry Hawker 1278 First Street 1972 Land-Rover 88, Series III
 Simi Valley, California, 93065

D.N. Hotes P.O. Box 6046 1974 Land-Rover 88 Series III
 Anchorage, Alaska, 99502

Dennis R. Jereb 5575 Clarendon Hills Road, apt 102 1966 Land-Rover 109 Diesel
 Clarendon Hills, Illinois, 60514

Land-Rover Ltd. P.O. Box 150
 South Bristol, Maine, 04568

Andrew McKande 2020 Lincoln Avenue 1965 and 1972 Land-Rover 88's
 San Diego, California, 92104 1967 and 1968 Rover 2000's

A.P. & Pat McDonald ½ Mile Badger Road 1962 Land-Rover 109
 Fairbanks, Alaska, 99701 1971 Land-Rover 88, Series IIa

Jacques Morency 2287 Des Tours, Apt. #11 1973 Land-Rover 88, Series III
 Orsainville, P. Quebec, Canada

John Richardson 118 Sherman, Apt. C 1967 Land-Rover 88, Series IIa
 Denver, Colorado, 80203

Wes Stinson P.O. Box 28 1962 Land-Rover 88 (Military)
 Middlebury, Connecticut, 06762

Mick Sutter P.O. Box 137
 Shingletown, California, 96088