

ROVER OWNERS' ASSOCIATION

OF NORTH AMERICA



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Maplewood
New Jersey 07040

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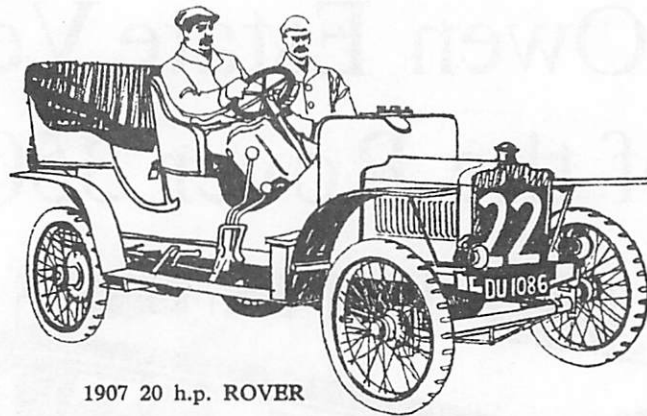
The Owen Estate Version of the Rover 3500



In this issue we have an article on the original styling development of the Rover 2000/3500 series P.6 as well as some of the specialist coachwork which was carried out on its chassis. A very interesting design exercise, the P.7 six-cylinder version of the 2000 is also covered as is a peek into the future - some speculation on the new Rover sedan. Interestingly enough, rumor has it that the car will be introduced in our market. As soon as the Factory releases any definite data we will inform the membership. Let's also hope that possibly the April New York International Automobile Show will bring a Range Rover over and the Land-Rover back.

On other fronts, member Bob Ulanoff provides us with a brief description and photos of his Landy 88, re-powered by Chevrolet. In our next issue we intend to cover two more Land-Rover engine conversions: one done with an Australian Holden V-8 and the other done with a Rover 3500 V-8.

Since our last issue's mention of the Rover Association patch we have sold approximately fifty more patches. However, many members bought several and some purchased as many as eight. There is still a large number of members who have not participated; we do hope that they will see fit to purchase at least one at \$1.13 each (sorry, that .13 is determined by the U.S. Postal Service).



1907 20 h.p. ROVER

Member John E. Hanna of Denver, Colorado has been doing some interesting research on the number of Rover vehicles in the U.S. To this end he has been corresponding with R.L. Polk and Company of Detroit, Michigan. They keep statistics on the number of vehicles in operation by make and year. This is not the total number of vehicles of a particular make sold, but rather the number still on the road, determined from state registration. R.L. Polk and Company have been kind enough to allow us to publish their statistics on the Rover in the following table:

ROVER PASSENGER CARS IN OPERATION AS OF JULY 1, 1974 BY YEAR MODEL THE U.S. SUMMARY.										Prior to 1966 and Year not Given
Total	1974	1973	1972	1971	1970	1969	1968	1967	1966	
18,821	102	869	794	1018	2108	2901	1952	3324	1625	4128

"Source: R.L. Polk and Company. Further reproduction prohibited."

These numbers include Land-Rovers since in most states Land-Rovers are registered as cars and not trucks. R.L. Polk has no separate statistics on Land-Rovers. The last three year totals are obviously all Land-Rovers.

WILL THE NEW ROVER EVEN BE CALLED A ROVER?

At present, there is considerable speculation that the new Rover sedan might not even be called a Rover by name. This would only be a continuation of the policy begun when nationalization occurred last year. The British government guaranteed to pump over \$100 million into British-Leyland in return for participation in its reorganisation and future management. A study completed by a team of advisors under Sir Don Ryder detailed British-Leyland's problems candidly and its recommendations seek to put the British motor industry back on its feet. The main impetus of the government's re-organisation program at British Leyland can be summed up in one word - rationalisation. A rationalisation of the various divisions of British-Leyland and the disorganisation that occurs when there is an over competition among product lines - the result of numerous mergers since Leyland first merged with the British Motor Corporation in the early sixties.

This rationalisation program which set out to reduce the duplication of products within the corporation has even reached the level of the names of the cars under its umbrella. Rumor has it that Leyland Cars - its new name under government nationalisation - is considering doing away with the names of Jaguar, MG, etc. The Jaguar plant at Coventry is already known as Leyland Cars Large Car Manufacturing. Rational indeed! One can imagine their need to call the Rover something else in this country due to British-Leyland of North America's disastrous handling of the Rover in the U.S.A., but what could they possibly call the Land-Rover if they ever decide to bring it back to our shores?

Strangely enough, recent rumor indicates that the introduction of this new Rover (Leyland?) will likely be made at the New York Auto Show in April of this year. The car is code-named ST-1 and the form that it will take is not yet certain. However, it will probably bear close resemblance to the line drawing which we printed in our July, 1975 issue, and again printed on the next page. The following photo of the Leyland Princess also provides some clues.



This wedge shape, seen here on a Leyland Princess, is probably very similar to the styling on the as yet unseen new Rover.

The wedge-styling of the Princess, with a low, wide front and an ascending bodyline to a high tail, has proved extremely popular and is beginning to be even more admired as familiarity increases. The Mercedes has moved to a completely wedge-shaped line as have other car manufacturers, both foreign and domestic. Some people feel

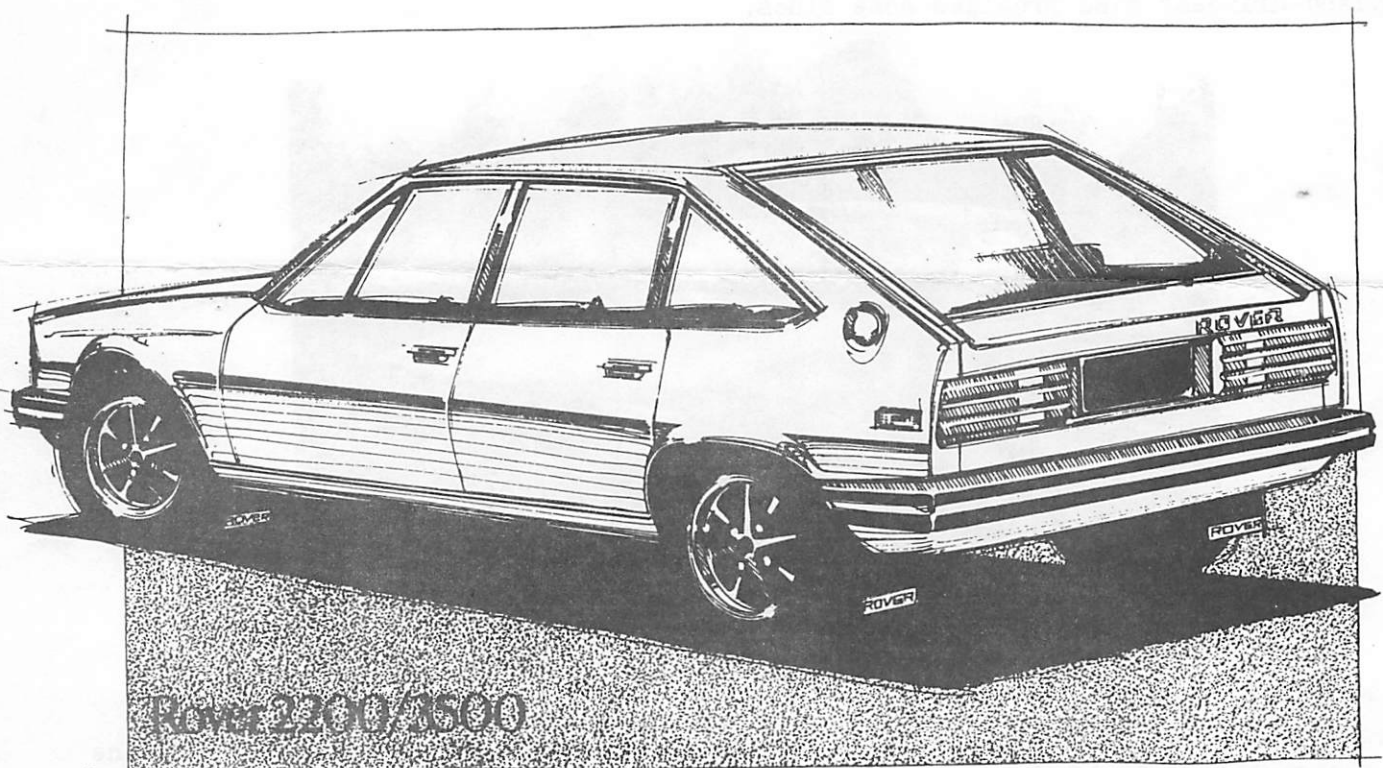
NEW ROVER (continued):

that the new Rover might even be a stretched version of the Triumph TR-7 chassis. The Triumph, too, has a wedge shape.

Even prior to the government take-over we understood that there was going to be considerable consolidation between Rover and Triumph as far as product lines. We were told that each division would share the same sedan with the Rover handling the more expensive, luxury model and Triumph catering to a sportier as well as a less-expensive model. This seems to be confirmed by the current rumor that Leyland's new model will first sell as a Rover, with the Triumph range continuing unchanged alongside this newcomer. Later, the larger Triumphs will be replaced by a cheaper version of the new car. Most probably it will only be available in the U.S. in one form.

No novelties in the mechanical layout are expected in the new Rover. It will be front-engine, rear-wheel drive. The complex Rover front suspension which takes loads back to the forward bulkhead/firewall is expected to be replaced by a more conventional MacPherson strut arrangement, as on the TR-7. The deDion rear end may very well be retained, however.

It is rumored that it will first appear with the Rover V-8 as the only choice of power-plant. This is an exceptionally refined power unit which is reliable, durable, and offers the advantage of low weight. The Rover 2000/2200 4-cylinder is probably on the way to the scrapheap. In later form the car will be offered with the Triumph 2000 straight-6 and also with the Triumph Dolomite 1800 4-cylinder ohc unit. A Borg-Warner 3-speed automatic will be available as will a new five-speed manual gearbox for better fuel economy. We certainly hope that this gearbox will be used with the V-8 although we have our doubts about Leyland's rationalisation policy offering us too much of a choice with regard to engine/transmission options, at least in our market.

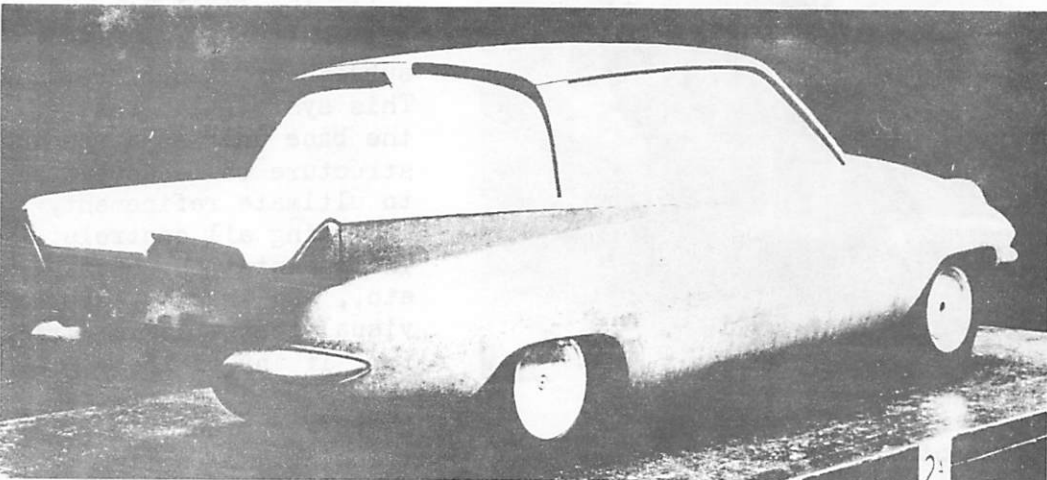
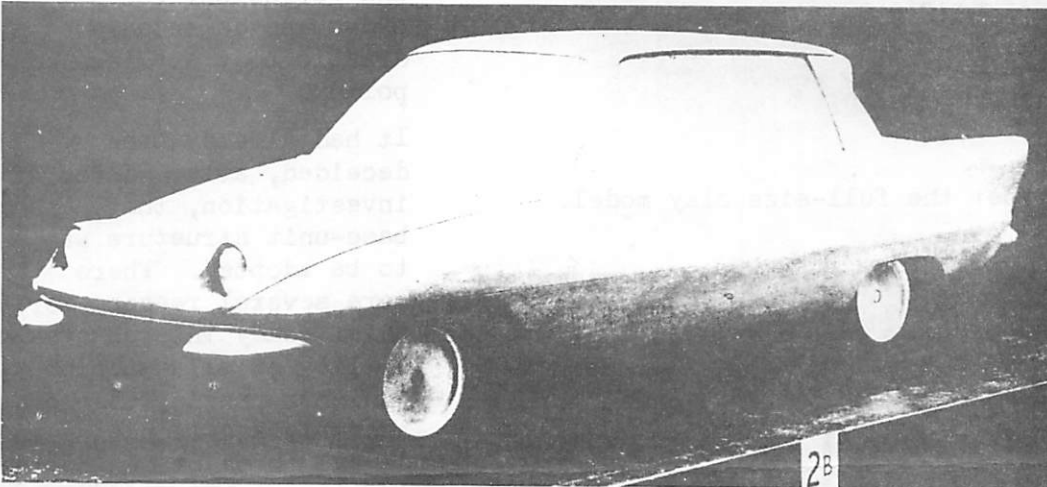




It was the autumn of 1957 when the Styling Department of the Rover Company first commenced to think about the visual design of the P.6 project. This new model, intended to appeal to the "young in heart", permitted an entirely new approach for Rover's designers.

An exterior form styling policy was determined by David Bache with the accent on a simple classical shape, devoid of superfluous adornment, the visual interest and character being attained by pure sculptural form of panels, thereby eliminating the necessity of rubbing strips and applied embellishments.

The original $\frac{1}{4}$ scale model alternatives were produced on the principle of a simple aerodynamic form, designed to provide a "younger look" and reduce wind resistance, thus increasing performance and improving economy. With their centers of pressure sufficiently rearward, straight line running at high speed motorways was ensured. The bonnet and screen planes were designed to provide the optimum pressure at the root of the screen, where the heater/ventilator intake is located. These features can be seen by examining the photographs of the early $\frac{1}{4}$ scale models completed in the early part of 1958.





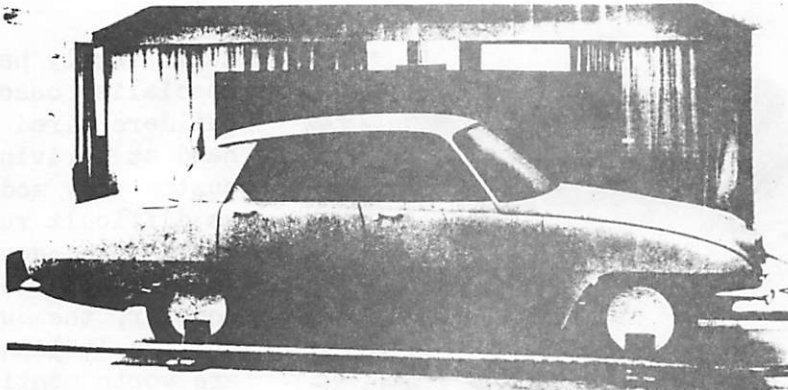
The first Rover 2000 prototype: the full-size clay model.



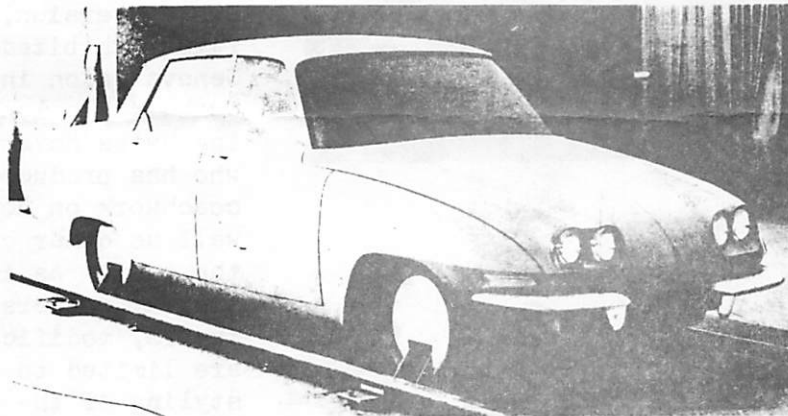
A completed prototype during one of its first outings on the Rover Company's private test track in March, 1959. The aerodynamic tapes serve to provide some indication of the air flow pattern.

It was decided that the car should comfortably accommodate four people and occasionally carry five, together with adequate luggage, and have as comprehensive specifications as possible to ensure its wide appeal. This included a light-weight ohc 4-cylinder engine, a 4-speed, all synchromesh gearbox, independent front and Rover De Dion rear suspension, to provide impeccable handling and roadholding. All this at reasonable initial cost and with no reduction in quality whatsoever from the normal Rover standard of finish and refinement was a tall order and demanded a drastic body styling policy.

It had already been decided, after months of investigation, that a base-unit structure was to be adopted. There were several reasons for this: ready interchangeability of all exterior finisher panels, ease of assembly and reduction in damage to paint due to the panels not being fitted until the final line after all rectification, and subsequent ease of service. This system also enables the base unit as a running structure to be developed to ultimate refinement, including all controls, instrumentation, seating, etc., and when an external visual change is required, few, if any of these points need be affected, thereby appreciably reducing the tooling costs of the new model.



At left, the prototype advances towards the final form. The first two illustrations from the top indicate one of the first modifications to the bonnet to permit the use of a 4 headlight system for the purpose of up-grading the lighting specification. Later, the front end was further modified to its present form.



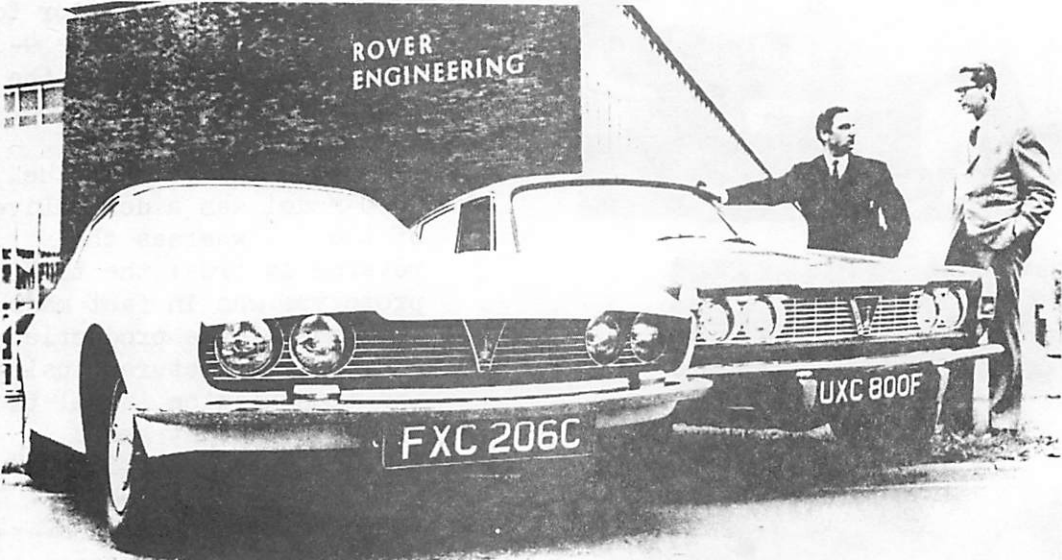
A further development of the Rover p.6 is the Rover T.4 gas turbine prototype car, bottom photo. This model was actually introduced to the public prior to the presentation of the 4-cylinder 2000 Sedan at the London Motor Show in 1963. This led to the common erroneous belief that the 2000 model was a derivative of the T.4 whereas the reverse is true: the turbine prototype was in fact made from one of the production 2000 base structures, using the transmission tunnel to pass the exhaust gases through. The exterior panels were modified by lengthening the front overhang some 15" to accommodate the gas turbine engine.



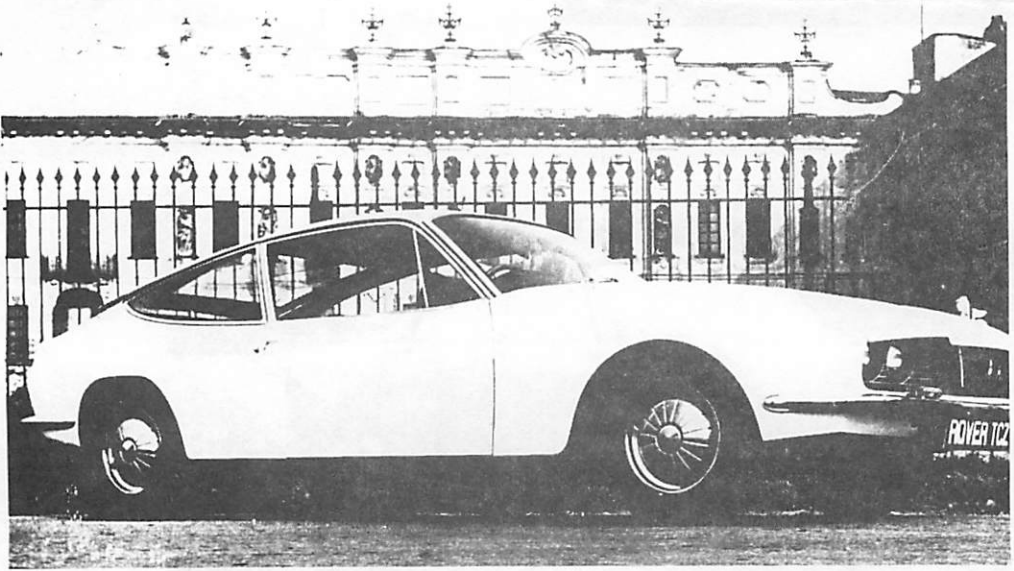


Quite rarely have specialist coach-builders tired their hand at deriving custom body models on as difficult running gear as the Rover 2000. Amongst notable exceptions however, the Swiss Graber and the Italian Zagato are worth mentioning.

At top left, is the Graber version, a coupe, first exhibited at the Geneva Salon in 1967. Graber is a long-standing Swiss Rover dealer who has produced custom coachwork on Rovers, as well as other cars in the past. As in other similar conversions of theirs, modifications are limited to a restyling of the greenhouse and the addition of chrome rubbing strips (unfortunately placed here, giving the car a heavy side view) and other decorative items on the car body.



Another example is the Rover TCZ, designed by Carrozzeria Zagato, middle and bottom left. In the middle picture, the two men responsible for the "exercise", David Bache, left, and Gianni Zagato, right, stand by the standard and Zagato model in October, 1967. The extruded aluminum grille is the only styling motif retained in the Zagato 2+2 Gran Turismo type body developed to reduce the weight and drag coefficient of the standard sedan body.





ROVER P-7

Recently, a Rover P-7 was advertised in the pages of Freewheel, the publication of the Rover Sports Register in England. This was followed up by Rover Sports Register member Ian Glass. On seeing that the P7 was basically a 2000, enthusiasm waned somewhat. Then he saw and heard the engine, followed by a very short drive, and enthusiasm was revived. On learning that it was the only survivor and the only one to leave Rover hands, it was realised that it would be the only chance to secure the last six-cylinder engine designed by Rover and, as far as we know, the only works experimental prototype to get out of the factory since the war.

The power unit is a six-cylinder in-line, overhead-cam engine of 3000cc developing 152 B.H.P. It has the Heron head with one SU carburetor. Front suspension and bodywork is modified to accommodate the extra bulk and weight. The steering is superb at speed although a little heavy in town traffic. The gearbox differential has been modified to 3500 specs. The car was in Rover hands until four years ago, and during this latter period it returned to them for various modifications and a re-spray (not a very good one at that).

Whilst in Rover's hands the car achieved a best speed of 139 mph. In its present state, it will sustain a very steady cruising speed of 120 mph. Incidentally, for the cost-conscious, mpg runs at about 16 mpg at high cruising speeds, and about 21 mpg at a steady 80 mph.

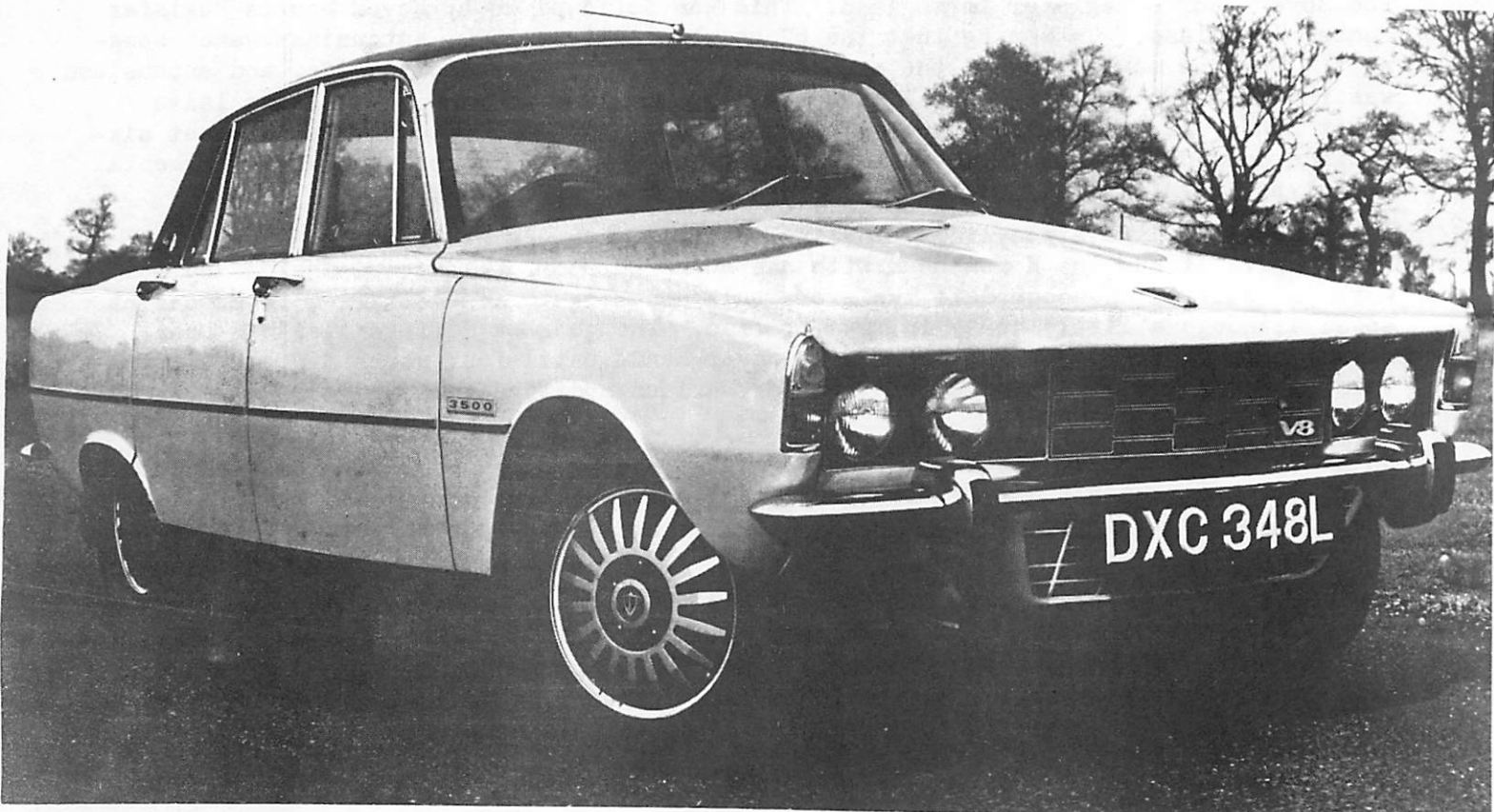
The car is in need of suspension overhaul and the bodywork requires refurbishing. It is hoped that the work will be carried out later this year. The number plate has a special significance, the car being No. 4 P7, giving the No. 47 GYK. The front number-plate is deliberately angled to improve the airflow to the radiator. There is one engine still at Rover, which Mr. Glass hopes to obtain in the near future.

FOR SALE: 1960 Land-Rover 88 Series II. Engine in excellent condition, new exhaust manifold, new valves, new brakes, new tires, Warn hubs. Gearbox needs new synchromesh unit. Body in good shape: it has tropical roof panel with air vents and deluxe, recessed bonnet. Have receipts for over \$800.00 in parts I have bought and installed. Also a few spare parts, tools, and all the manuals. Asking \$1500.00 for everything. Also front tow bar. Contact: Alfred Haas, 2026 Pinto Lane, Las Vegas, Nevada, 89106. Phone 702-385-3473.

FOR SALE: Meyer's Snowplow to fit Land-Rover, life new. Fits Series I, II, and IIa. Will consider trade for front-mounted capstan or drum winch. Write: Dan Wasmund, Route #1, Box 90C, Harrisville, West Virginia, 26362.

WANTED: Advice concerning modifications other members have found useful in a trip to Alaska's outback via Land-Rover. Particularly interested in accessory needs, advisability of various radio equipment, and what spares to stock up on. Please write: Wes Stinson, Dept. of Biocultural Anthropology, University of Connecticut, Storrs, Connecticut, 06268.

REPLACEMENT WINDOW CHANNELS FOR THE LAND-ROVER: Some time ago member Glyn Thorman of Champaign, Illinois advised the membership of replacement window channels for the Land-Rover. He received several letters requesting the full address of the manufacturer, Pyramid Rubber Company, and asked us to print it for the membership. It is: Pyramid Rubber Company, 576 Prior Avenue N, St. Paul, Minnesota, 55104. Phone: 612-645-8126. Glyn indicates that the replacement strips are 36" long and that 2½ strips are required for each front side window (5 strips for both left and right sides). The cost of the strips is around \$1.25 per strip. Glyn thinks that this channeling should fit the rear side windows as well, but is not sure. He recommends writing or calling Pyramid Rubber Company first and sending a sample.



The "New Look" Rover introduced in 1971 for the Rover 2200 and 3500 Series.

SOME UNFORTUNATE TROUBLE WITH ROVER PANELS: Some months ago we advised the membership that a company called Rover Panels, Box 64, Bedford, Nova Scotia was manufacturing replacement fiberglass body panels for the Rover 2000/3500. Unfortunately, one of our members who tried their product has had a rather bad experience. His problems are outlined in a copy of a letter he sent to the above-mentioned firm in January, 1976.

Mr. B. Dyer
Rover Panels

Dear Mr. Dyer:

Thank you for your letter of December 16 in reply to my plea of October 17 for replacement of the shrunken and warped sills you sent.

My original complaint was naive and at that time innocent of the severe defects of the whole shipment.

The only logical explanation I can think of is that someone sold my panels out the back door and sent me rejects.

But as to the sills, specifically: They are 3/8" short, as well as not spanning the distance from the top fixing apron down to clear the box member for fastening underneath. I did drill and try to mount the right one.

Your offer to replace them if I return these becomes a snare and a dilusion when you take into account that because of the weight minimum in motor freight shipment, I would have to pay as much to return them as I already paid for the whole shipment in this direction, and then would be at your mercy if you sent replacements COD.

As for the fenders. The left front one's defects are limited to the lopping off of the top trailing edge plus numerous air pockets which can be filled.

The right front fender's inner web at the rear bottom is misaligned and twisted so that I am having to rebuild it to mount the alignment pin. The inner plate at the front: out of position and misaligned, but the bolt area can be built up, which I am doing so that the fender can be properly positioned. The bottom front edge which must mate with the front valence is feathery and has to be built up. The bottom rear edge provides absolutely no surface to which the tie-in plate can be mounted to tie it to the front of the box member of the frame. I have been building this area up because the inner web was not very well connected to the bottom of the fender, but still there is no flange at all to mount anything to. Again, the top trailing edge of the fender has been cut off too short, and blibs are too numerous to mention.

I am only now realizing that the back fenders may be the greatest challenge of all, as the inner webs are badly misaligned with the outer panels. If mounted as they are, the fenders would set out too far at the top of the back and thus be twisted, and leave a wide gap between them and the trunk lid. The only thing that I can think of to do will involve sawing out these inner webs and trying to build them back in the correct position. This will be very difficult for me as I have no jigs to determine the correct positional relationships of the mating parts.

All I need is the skill of a professional sculpture, a lot of time, and a lot of hot weather, none of which I have.

Getting back to the rear fenders, they too have blibs, the top leading edges are lopped off, the bottom leading edges are fragile and not filled out, etc.

In the above I haven't mentioned that the light mounting areas were not cut out in the back fenders and in none of them can the lights be fitted without a great deal of the afore-mentioned sculpturing.

ROVER PANEL TROUBLES (continued):

I fortunately was able to buy oversized dental grinding tools to carve away at these areas.

I can't imagine what you mean by a very competitive price market for your product. You are certainly the only supplier of Rover panels I have ever heard of. You couldn't have any competition and with the combination of the dearth of Rovers and the quality of your product, I don't see how you can have any business.

I bought fiberglass front fenders for my 1966 Mustang from a Cleveland Company through J.C. Whitney for \$85.00 each and they are perfect. But I would have been delighted to pay you \$100 more than you charged for unwarped, proper-sized, properly aligned, and carefully molded units.

Maybe the thing you should do is refund about half my money. That will never pay for the time that I have already spent, and still have to spend, but I am slow because I have never been in a situation like this before, and certainly never expect to again.

Actually, I believe all four fenders are a little smaller than their metal counterparts too. Apparently your polyester has a shrinkage factor on setting.

If you will send me full size, unwarped sills at no expense to me other than the additional duty, which I have prepaid, I will struggle on with the rest of this junk and say no more. An alternative would be to refund half of my original investment, not counting the shipping duty and brokerage fees.

Please advise of your decision.

God save the Queen!

J.B. Cartwright



The 1968 mid-engine ROVER B.S. Prototype.

The angular lines of the Rover B.S. prototype were mainly conceived by the Rover engineers with some small assistance from Rover styling. It had the Rover 3500 V-8 located back to front with a Rover 2000 gearbox at the front end; the drive to the rear swing-axles was taken via a short propellor shaft running parallel to the sump. The differential housing was cast in one with the sump. The car could easily exceed 125 mph, accelerate from rest to 1000 mph in less than 18 seconds, and average 19 mpg. It seated three with the engine placed between the rear of the driver's seat and the rear wheel centers and was offset by 6 inches from the centerline of the car. This offset allowed the designers to provide space for a third seat beside the engine, to the left hand side of the car.

LAND-ROVER 88/CHEVROLET 6-CYLINDER ENGINE SWAP: Member Bob Ulanoff of Kendall Park, New Jersey completed an interesting engine swap in his Landy not too long ago. Bob replaced his Land-Rover 4-cylinder engine with a Chevrolet six. Photos of Bob's Landy and the conversion appear on the following page.

Bob indicates that the engine swap was a lot of work (it took him approximately two months) and that he would probably not do it again. Bob carried out his swap on a model 88 Landy and feels that a 109 that originally had the Rover six would be a lot easier.

After removing the Landy engine and the front fenders Bob had to cut out the front cross-member - just after the remote control steering box. This was later replaced with a section of steel channel further forward. However, this was done after the six-cylinder Chevy was already installed.

Then he had to get a 12" flywheel - 153 tooth - to fit on the Chevrolet engine. He also had to find a clutch that would fit - Land-Rover and Chevy splines are the same - so he installed a 9½" clutch disc and a 10" pressure plate, heavy duty. It is important to get the right one or it will not fit the transmission bell housing. Note: Please write Bob for the part numbers at: 31 Savage Road, Kendall Park, New Jersey, 08824. A Ford truck slave cylinder clutch rod - cut down just a little - was needed. The Land-Rover clutch slave cylinder rod was too short and Bob couldn't adjust the clutch.

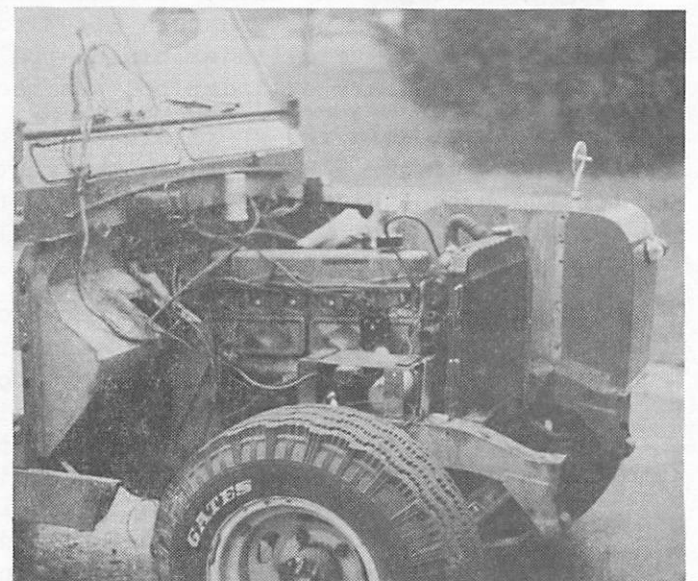
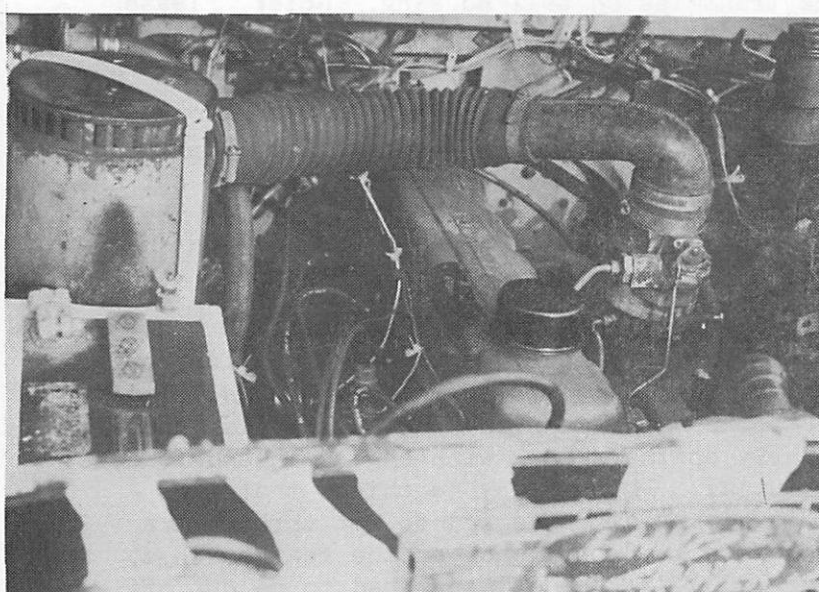
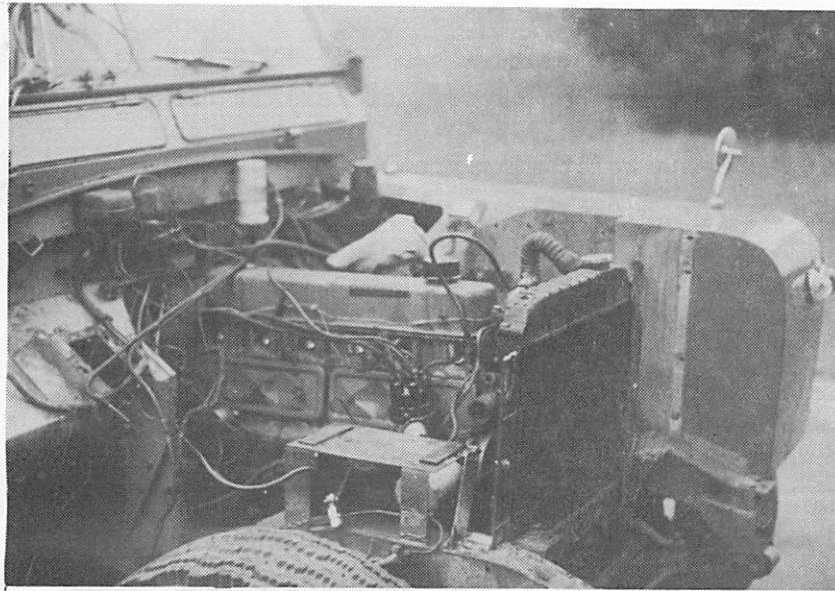
Now one must weld two up-rights to support the Chevy radiator - which will be approximately 8 inches further forward. Cut the front grill to fit the new radiator. That is, cut the top and both inside sections off. In fact, in order to make the front grill fit the fenders Bob had to cut the right head-lamp helmet off at the back. Now one doesn't have a hood lock so Bob used the rubber straps as seen in the photos.

He used SS Chevy engine mounts and also welded steel plates to the Chevy engine mounts so they could bolt up to the Land-Rover mounts. He bought a Chevy fiberglass fan, cut it down to 12" diameter to clear the top of the remote control box and what was left of the front cross-member. He retained his Motorola alternator that he had on his Landy; there was no problem mounting this to the Chevy engine. Now, with engine in and fenders on his oil pan was hitting the front differential. This is why he thinks that this conversion is more easily made in the Land-Rover 109 six. He had to get three extra leafs for each of the front springs and two extra leafs for each of the rear springs. Also, new bolt bushings, etc. to the tune of \$200.00. The old ones had to be cut off with a torch.

Now Bob has plenty of power (rated at 120 hp by Chevy) in snow and ice. However, if Bob really steps down on the gas pedal in 4WD high gear he develops wheel spin so he must take it easy. The front and rear try to change places! The ride is very hard - he had to install rear shocks in the front and buy larger, longer shocks for the rear as well as cut off the straps that go around the rear axle to frame.

He had a Chevy V-8, but it wouldn't fit unless he moved the steering wheel Pitman arm that was mounted on the firewall and relocate everything else. Also, it appeared that he would have considerable trouble trying to hook up the front driveshaft so he ended up wasting a week of his vacation toying with this idea.

Bob also had to have the adaptor plate cut and machined to the engine and transmission so that everything was lined up. His road speed at 4000 rpm is approximately 80 mph. At 3000 rpm it is 60 mph; 2500 it is 55 mph. This is with overdrive and very large tires. He can move right along now - passing all the VW's.



SOME GOOD NEWS FROM CANADA: Member David J. Place of 219 Colcleugh Avenue, Selkirk, Manitoba, R1A 0A4, Canada enclosed the following informative letter with his recent renewal.

I carried out the alternator conversion shown in last month's newsletter and I am pleased with its operation. I tried to call the gentleman (member Jim Easterday of British Columbia) who sent the information in, but it appears that he has no phone. I even tried calling the area on my Ham Radio (VE4PN, my call), but to no avail. I found that removing the lifting ring on the front of the block provided two mounting holes to attach the alternator. I fabricated a triangular piece of steel using the old lifting ring as a template and hung the alternator from it. The wiring harness from a 1967 Chevrolet fit without modification other than unwrapping the tape on it and pulling out the required wires.

I run Ham Radio equipment, a very large heater, and extra lights without battery problems at temperatures to -40°C . I installed a Rochester single-barrel carburetor from an old Chevrolet of about 1956 vintage and it bolted on with only a touch of a file on one mounting hole. The additional power is very noticeable as is improved cold weather starting, but gas mileage is reduced. The old Landy air filter fits okay using large gear-type hose clamps. I was able to employ all the old linkage and choke connections.

A tip for anyone who finds their transmission is seized-up with the gear shift stuck in third or fourth: Take a look at the three synchromesh springs on the shaft associated with these gears. I recently bought a beautiful machine with a friend that had a seized transmission as described. The price was only \$750 because of this problem. By simply cutting out two of the three synchro springs with tin snips to free the gear, we have been able to use the Land-Rover with no noticeable problems. This repair took a fraction of the time replacing the synchro would have taken.

A company called Princess Auto and Machinery, 475 Panet Road, Winnipeg, Manitoba, R3C 7W7, Canada, phone 204-667-4630, sells many parts easily adaptable to any Land-Rover. Their heater on page 180 of their 260 page catalog keeps my Landy 88 warm to -40°C . The heater fits on the seat box in the back, out of the way. In my friend's 109 truck, we put the heater on the centre seat box and in this position it makes a convenient table as it measures 12" x 16" x 12". These heaters are new and sell for \$29.50 with 12 volt motor and $\frac{1}{2}$ " inlets and outlets. This company has all kinds of Jeep parts for older models as well.

I use my 1962 Landy 88 for plowing snow and rough outback driving, and it keeps on going and going. The readers may be interested in knowing that when I was in England last year I had no better luck finding Land-Rover parts than I do in Canada. I found Atlantic-British Parts to have better prices in some cases than suppliers in England.

A tip to anyone who has a broken axle: If the axle has broken between the splined ends, get a friend with a welder to weld the salvaged spline ends to a new piece of steel and you're back in business. You can, of course, simply weld the broken axle if it hasn't twisted.

For thermostats, any Chevrolet except Corvair will fit or any 1971 to 1973 1600cc Pinto, Consumer Distributors Parts numbers are 30155 for the 160°F , 30157 for the 180°F , and 30156 for the 195°F .

If you can't find windshield wiper blades for your Series I Land-Rover, cut the end of the arm flush and use the Volkswagen Bus blades with the screw fittings.

SOME GOOD NEWS FROM CANADA (continued):

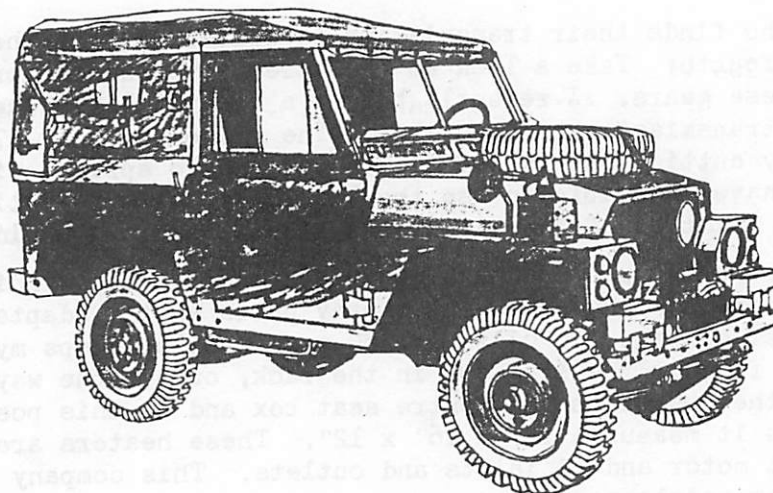
Anyone bothered by a rattle from the transfer case lever at highway speed should try a new rubber boot and tighten the fixings where the lever joins the transfer case. An elastic band or old brake spring from the firewall to the lever also quiets the rattle.

A tip if you can't afford a winch: Wrap a rope around your front tire or have a flange put on the front wheel so that when you get stuck you can attach a rope. As the wheel spins it takes up the rope and pulls you out. Having pulleys fitted to the front bumper allows pulling in many directions, but watch that you don't bend the bumper.

To the other Hams out there, I operate 20 meters at 14.170 on SSB and you can call me on CW and I'll go up to above 14.200 MHz. Call the Trans-Canada Net 100 Z, 14.140 MHz any Sunday or 14.130 MHz Saturday, and any Ve4 station will call me on 2 meters.

159

Truck, 4x4, 1/2 ton, GS, Lightweight Air Portable, Land Rover, U.K.



LAND-ROVER NEWS FROM NEW YORK STATE: Member Tom Coffey made the following comments in a recent letter to the Association:

I'd like to say that I've put 40,000 miles on my 1974 Landy 88, including two coast-to-coast trips hauling a U-Haul trailer, and considering the punishment it has taken, I've got damned few complaints. The engine/transmission/axle whine and other general rattles can drive you batty on long, superhighway trips - but I installed a telephone jack in my radion speaker wires, and now I can just plug in a stereo head-phone set and eliminate the noise.

On one long-distance trip I drove more than 1000 miles at 60 - 65 mph before I discovered that the 4WD was engaged - with no apparent damage.

Several of my friends have commented on the amount of routine maintenance effort I put into the vehicle. They say they'd never buy a car that requires so much work (they're used to American cars that you can just drive and maybe change the oil now and again). And it's true. Anybody thinking of buying a Landy should be warned that he's going to put a lot of work into it; but, on the other hand, properly maintained, the machine is virtually indestructible and will do amazing things. So, it's worth the effort.

VACUUM LINE FITTING

964-4011

JEFF

EMISSION-CONTROLLED LAND-ROVERS: Member Tom Coffey has a Canadian friend who has installed a Rochester carburetor and replaced the original emission-controlled distributor with a vacuum-advance model (from Atlantic-British Parts) and the gas mileage went from 12-13 mpg to 16-19 mpg. And now maintenance is also simpler for him.

Incidentally, we understand that this Canadian friend, while on a trip in New York State, had his above-mentioned Landy voluntarily checked by a mobile Automobile Pollution Monitoring Unit of the New York State Dept. of Environmental Conservation, and found that his emissions were within legal limits for the U.S.! He had his timing at 1-2° ATDC @ 600 rpm.

SOME ADDITIONAL PARTS SOURCES: Member John C. Richardson of Denver, Colorado indicated that Dick Bacus, 495 Nickel, Broomfield, CO, 80020, Tel: 303-466-4996 handles new parts for the Rover and also has been able to secure used parts. His prices on parts are very reasonable and his knowledge of the Rover seems to be quite extensive.

Member John W. Finken advises that Los Angeles, California members might find the following service garage of great help to them: Ed Lanigan, 2624 Sunset Blvd., Los Angeles, California, 90026. He apparently does good work on all imports.

Member George L. Brown of Charleston Heights, South Carolina has the following parts information for Rover 2000 series owners: Monroe-Matic Shock Absorbers (#3208 front, and 3209 rear) for the 2000 series cars are available on a special-order basis through: Monroe Auto Equipment Co., Service Dept., Monroe, Michigan, 48161. These shocks are made at the Monroe Belgium Plant and are of superb quality. They have an average cost of \$11.50 each, \$46.00 for a complete set as of June 30, 1975.

Also, George indicates that the correct external oil filter for all 2000 models, in addition to the AC #3C type, is the Fram PH2821, which is readily available at most parts stores. Most other brands do not incorporate a safety valve nor a non-return valve to prevent engine damage should the filter become choked.

Member Reginald D. Maxwell of Syracuse, New York indicates that Bill Rapp Pontiac handles replacement parts for the Land-Rover as well as doing service work on them.

SOME LAND-ROVER DEALER/DISTRIBUTOR TROUBLES: Member Charles Klein of Bethlehem, Pennsylvania wrote us some time ago about some dealer troubles. His current letter reads:

My personal conflict with the Dealer/Distributor/Importer over my contention that I paid for pre-delivery inspection services which were never received is still in progress although the Importer in Leonia has finally stopped trying to pass the buck down to Royston Motors and the local dealer (since they never responded and I kept writing). Leyland has just written a shoulder-shrugging letter which claims that it is not their problem, but mine.

I'll let you know how it turns out. I currently have problems of oil burning at 11,000 miles, just outside of warranty. I would be curious to know just how common the oil burning problem is. I see a puff of blue smoke on starting out and upon engaging the clutch after each shift up on acceleration, and a regular trail when I use the engine for braking. It is new so I haven't been able to measure oil consumption yet. Can any members give Charles some advice on this? You can contact him at: 231 East Market Street, Bethlehem, Pennsylvania, 18018.

FAIREY OVERDRIVE: Several members have installed the Fairey Overdrive unit on their Landys. B.T. Jones of Coquille, Oregon says that he will give us a report on his personal experiences with this unit as soon as he puts some more miles on it.

ROVER AND LAND-ROVER PARTS SOURCES IN ENGLAND: Member John S.V. Smith of South Portland, Maine sent us a British want-ad periodical recently and we are listing the Rover/Land-Rover ads listed therein.

Land-Rover conversion kits to enable the fitting of a BMC 2.2 diesel engine, write (sae) or call: Avalon Plant Services, Busa & Witton (Engineers & Founders), Golden Valley Lane, Bilton, Bristol, BS15 6LF; 027-28-2131
 New and dismantled Land-Rover spares for Series I, II, IIA, engines, radiators, starters, gearboxes, prop shafts, differentials, half shafts, wheels, doors, door tops, windcreens, bonnets, bumpers, steering boxes, chassis parts, exhausts, wiring cylinders and kits, mail order by return. Contact: Blanchard at Hull (STD 0482) 357020 any time.
 Wanted, 2 litre Rover diesel engine or head.
 33 Steeple Road, Mayland, Essex.
 Conversion kits for fitting 2.2 and 2.5 BMC diesel engines into Land-Rovers. Kit includes: engine mounting, no chassis welding necessary.
 2 BMC diesel engines also available, see or call: W. E. Phillips Engineering, Preens Eddy, Coalport, Telford, Shropshire TF8 7JG, Tel. (Telford) 0957 882189
 Captain prices for Land-Rovers, Range Rover, from £400 new. Ian Benton distributor for aeroparts winches, bottom PTO's, spares Land-Rover, Range Rover, servicing, repairs, spares, all types equipment fitted. Posters Bar 55970 (Herts).

BMC 2.2 litre diesel, good condition, £1000. Newton, 021-355 2401 (Sutton Coldfield).
 Canvas hoods for all models of Land-Rover £39 each except 10th full-length at £45 each, carriage paid, plus VAT; new Series II and IIA door tops less glass and runners, £16 each, carriage paid, plus VAT; road springs for all models from £11.50 upwards, own, continued stocks for 12 months. L. Jackson & Co., Owston Ferry, Doncaster. Tel. Owston Ferry 215 and 244.
 Diesel engines wanted for Land-Rovers, Chesterfield 71612/4.
 Your Land-Rover specialist, a large stock of spares available, servicing of engines, differentials, gearboxes, complete overhauls, servicing, service radiators. Bryan W. Griffiths, Hope Valley Works, Hope, Nr. Minsterley, Salop. SY5 0JH. Tel. Minsterley 486. 1113
 Original legal gas conversion brand new, tank included, 12 months guarantee, 01-721 5897
 Fairley freewheeling hubs, £29.75 manual, £33.50 automatic, includes VAT, postage, own, please state model, capstan winches, ex stock, see details, J. D. Thompson Motors Ltd., 193 Hatfield Road, St. Albans, Herts. Telephone 50808.

LAND ROVER Safari prep.
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 For brochure write or phone:
Brownchurch (Components) Ltd.
 Av. 420-421, Burdett Road, London E.3. 01-987 6640/3114

RON BARBER (Land-Rovers) FOR SALE
ALL TYPES OF PETROL AND DIESEL MODELS
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86 Pancras Road, Kings Cross, London, N.W.1.
 01-387 8697 After 7 p.m. 01-310 0886
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Breaking all types, also repairs, Land-Rovers wanted for spares, Lowtham 3206 (Notts), LR3
 Convert your Land-Rover to BMC diesel. Kits for 2.2, 3.4, 3.8 engines, details on request, see (also Perkins 4203), Castle Engineering, River Street, Lancaster, Tel. 67604.
 Rear doors, genuine Land-Rover 10th length alloy, new, £32.40 complete, delivered, F. E. Components, PO Box 64, Oxford, Phone 880909

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 Dismantling, Rover 2000, 3500, 3.5, 3-litre Mk. III. Open 6 1/2 days, Monday to Thursday 9 am-5 pm; Friday 9 am-5 pm; Saturday 9 am-7 pm; Sunday 10 am-1 pm. Tel. 01-9 am-4 pm; Sunday 10 am-1 pm. Tel. 01-987 5719 5729. Major Salvage, Purdy Street, off Devons Road, Bow, London, E3.

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NEW MEMBERS:

William A. Chandler	5 - 9A Pinehurst Drive Lakewood, New Jersey, 08701	1969 2000TC
Edgar L. Clarke	4914 Dickens Avenue Middletown, Ohio, 45042	1968 2000TC
Bob Correll	165 Forest Road Stratford, Connecticut, 06497	1962 Land-Rover 109 Wagon 1964 Land-Rover 109 Pick-up
Joseph M. Dolan	711 N Harrisburg Avenue Atlantic City, New Jersey, 08401	1961 Land-Rover 109 Wagon
Verl D. Dotson	3144 Blue Mountain Way Colorado Springs, Colorado, 80906	1970 3500S, 1966 2000TC
Robert Eaglesham	2 Hyde Road Bloomfield, New Jersey, 07003	1965 Land-Rover 109 Dormobile
Mark L. Freeman	Route #3 Columbia, Maryland, 65201	1968 Land-Rover 109
C.V. Girod, Jr.	5 Knapp Avenue Florham Park, New Jersey, 07932	1973 Land-Rover 88, Series III
Sonny Hansen	P.O. Box 2323 Paterson, New Jersey, 07509	1972 Land-Rover 88, Series III
Christian Henningsen	3411 E. Van Buren Phoenix, Arizona, 85008	1973 Land-Rover 88, Series III 1960 Land-Rover 109 Pick-up
Oliver E. Kaufmann	350 North Street Burlington, Vermont, 05401	1967 Land-Rover 109
John F. Kenney	2515 N. Atlantic Spokane, Washington, 99205	1972 Land-Rover 88 Utility
Patrick B. Longan	Btry C, 2d Bn, 5th FA regt. APO New York, 09455	1970 3500S, '70 2000TC, '69 2000TC
R.B. Maguire	Apt. 37, 1060 Moncton Avenue Winnipeg, Manitoba, Canada, R2K 1Z1	1956 Land-Rover 80 Pick-up
Bob Messer	R.F.D. 1, Box 566 Springfield, Vermont, 05156	1970 Land-Rover 88, Series IIa
Melvin C. Muntz	2535 Savannah Highway Charleston, South Carolina, 29407	1969 2000TC
Alan R. Patterson	P.O. Box 575 Ligonier, Pennsylvania, 15656	
Frank Pescherine	4511 W. Paradise Lane Glendale, Arizona, 85306	
Dorothy Raimondi	450 Catherine Street Fort Lee, New Jersey, 07024	1970 3500S
Carl L. Roberts	508 Iris Drive Security, Colorado, 80911	2000TC
Gross Scruggs, Jr.	938A Felton Road Key West, Florida, 33040	1967 2000TC
Robert Shevchik	143 W. South Hills Avenue State College, Pennsylvania, 16801	1972 L-R 88, Series III, '60 L-R 88
James Simonds	246 Church Street Little Falls, New York, 13365	1972 Land-Rover 88, Series III
William Sturtevant	RD #1 St. Thomas, Pennsylvania, 17252	1972 Land-Rover 88, Series III
Douglas Thornsjo	Albion Maine, 14910	1966 L-R 109, '67 88, '70 88
David Turnoff	1200 Springdale Road Placerville, California, 95667	
James M. Whitcomb	1908 Curie Drive Seyern, Maryland, 21144	1962 Land-Rover 88, Series IIa

RENEWAL MEMBERS:

David I. Barrett	430 West 24th Street New York, New York, 10011	1970 3500S
George L. Brown	8297 Delhi Road Charleston Heights, South Carolina, 29405	1970 3500S, 1971 2000TC
Lee A. Clarke	Wilson Clinic Wilson, North Carolina, 27893	1968 2000TC, '69 2000TC, '70 3500S
Robert A. Deardorff	7017 Magill Wichita, Kansas, 67206	1972 Land-Rover 88, Series III
Robert Hooks	Box 293 Chico, Texas, 76030	1-3500S, 3-'69 2000's, 2-'67 2000's
Phillip E. Hunter	RFD 2, Box 20 West Brattleboro, Vermont, 05301	1974 Land-Rover 88, Series III
B.T. Jones	Fairview Rt., Box 4186 Coquille, Oregon, 97423	1973 Land-Rover 88, Series III
Arthur Karpinski	511 National Bank Building Auburn, New York, 13021	1966 Land-Rover 109, Series IIa
Charles Klein	231 East Market Street Bethlehem, Pennsylvania, 18018	1974 Land-Rover 88, Series III
Wolfgang Klien	Wahringer Gurtel 120/5 A-1090, Vienna, Austria	1962 Land-Rover 109 Wagon
Daniel M. Less	22848 Schafer Drive Mt. Clemens, Michigan, 48043	1966 Land-Rover 109 Hardtop
Dr. Desmond Longford	314 Jordan Drive Smithfield, Virginia, 23430	1965 2000SC, 1970 3500S 1967 Land-Rover 88, Series IIa
Reginald D. Manwell	108 College Place Syracuse, New York, 13210	1964 110, 1968 2000TC
Dail W. Mortimer	850 Grove Street Denver, Colorado, 80204	1967 2000TC, 1970 3500S
James Pilcher, Jr.	508 Sheffield Drive Augusta, Georgia, 30904	1973 Land-Rover 88, Series III
David J. Place	219 Colcleugh Avenue Selkirk, Manitoba, Canada	1962 Land-Rover 88, Series II
Stewart Powell	P.O. Box 566 St. Stephens, South Carolina, 29479	1965 Land-Rover 109, Series IIa
Michael Rigsby	1144 Washington, #2 Oak Park, Illinois, 60302	1972 Land-Rover 88, Series III
David Sampson	8638 W. Berwyn Avenue Chicago, Illinois, 60656	1969 Land-Rover 88, Series IIa
Robert Smith	2807 Albatross Road, #3 Delray Beach, Florida, 33444	1973 Land-Rover 88, Series III
Gerald W. Stone	Dept. of Economics, UNC at Charlotte Charlotte, North Carolina, 28223	1965 Land-Rover 109
Robert Torgensen	3 Main Drive Nanuet, New York, 10954	1967 Land-Rover 109 Wagon
James E. Trogdon	3135 Garden Circle #17 Shingle Springs, California, 95682	1961 L-R 88, 51 80, 53 80
Bob Ulanoff	31 Savage Road Kendall Park, New Jersey, 08824	1965 Land-Rover 88, Series IIa
Phil S. Work	P.O. Box 173 Ashburn, Virginia, 22011	1966 2000SC
Thomas Yokubinas	65 Kerin Drive New Britain, Connecticut, 06053	1974 Land-Rover 88, Series III