

ROVER OWNERS' ASSOCIATION OF NORTH AMERICA

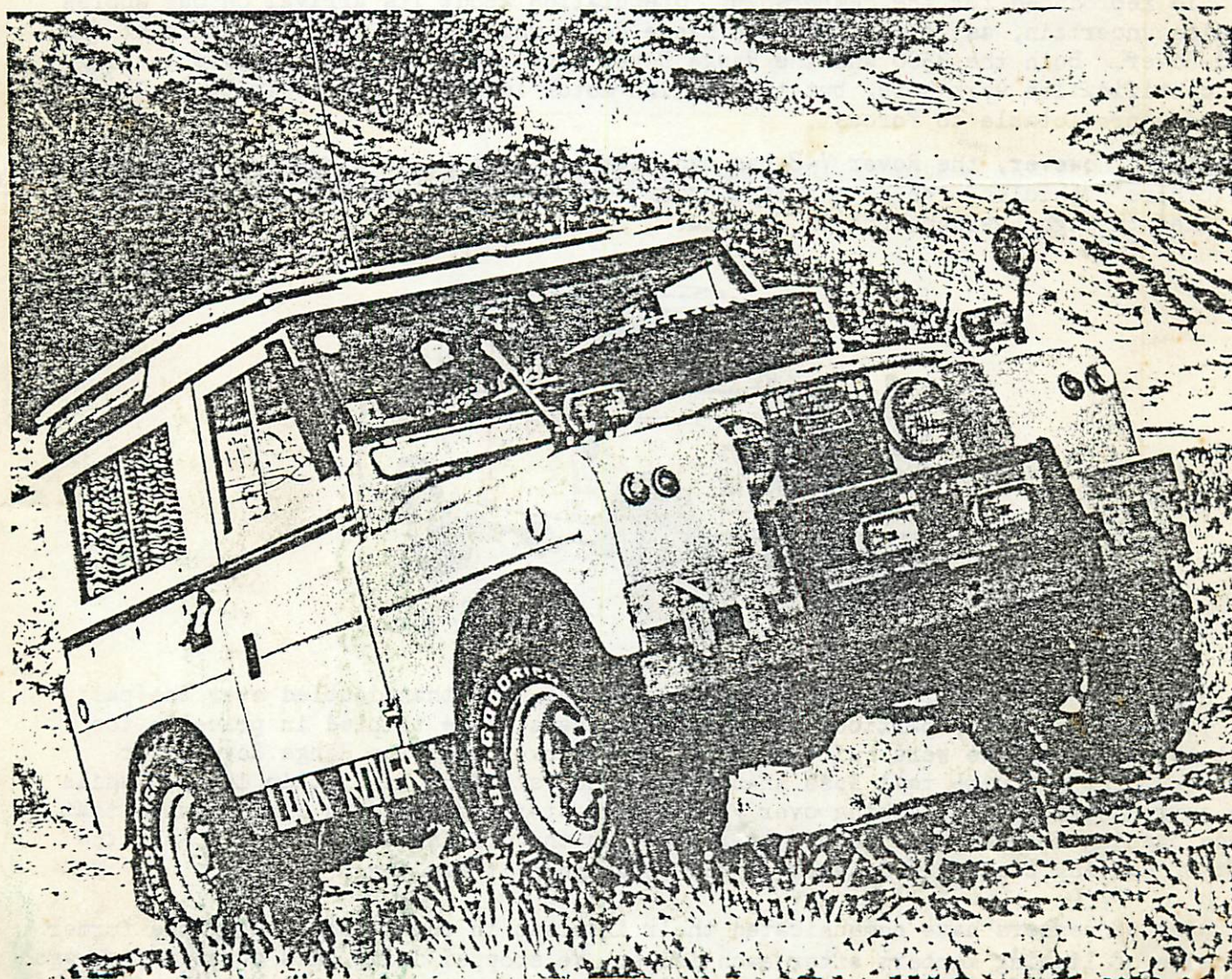


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Maplewood
New Jersey 07040

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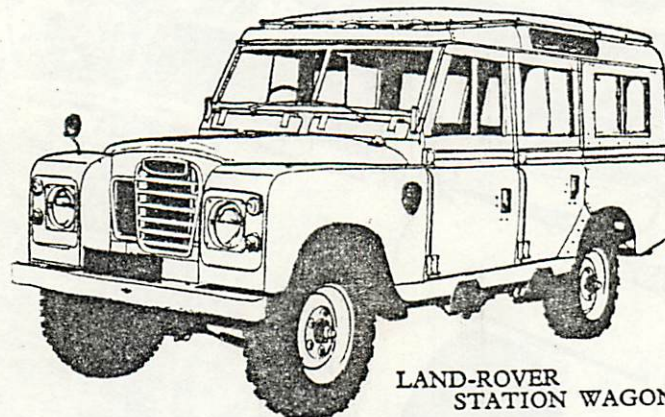
The Land-Rover of member Jim Pappas of North Scituate, Massachusetts graces this issue's cover. Jim's Landy has recently had a Ford V-8 conversion and full details are given elsewhere in this issue. Additionally, as indicated in the article, Jim can make available more complete details for those who are particularly interested.

Some new Land-Rover patches and window decals are being made available to the membership. We hope to provide once again an Association window decal for the membership in the very near future. Unfortunately, cooperation from Rover (now read Leyland) has diminished over the last few years to the point that the brochures, etc. have been unavailable for a very long time. As a matter of fact, the Headquarter Club was disbanded last year, not that their assistance was very substantial, but at least they were there.

Regarding other Association supplies, there are still books available. Land-Rover: Workhorse of the World is still available to the membership at \$10.50 postpaid. The other Graham Robson book, The Rover, is \$13.95 for members since the list price had gone up to \$17.95 last year. We inadvertently forgot to include the cost of back issues in Volume VI, Number 3, much to the chagrin of many members. The cost is ten cents per page for photocopying costs; the Association will absorb any mailing costs involved.

An AutoTest reprint from Autocar magazine of the automatic version of the new Rover 3500 is reproduced for the membership. Speculation about its arrival on our shores remains uncertain, as it does for the Range Rover and the V-8 engine version of the Land-Rover. Both the 3500 and the Range Rover have been undergoing active testing and certification work here, but the British motor industry, particularly Leyland, is too unpredictable to forecast.

Certainly, however, the Rover V-8 has made its way into quite a number of Leyland's and others' vehicles. We have a listing of some speed equipment for this engine provided through Lawrence Lane in England.



LAND-ROVER
STATION WAGON

The cost of most things, automobiles included, has more than doubled over the past ten years. Many cars, particularly the German cars, have tripled in price in the past seven years. We were quite surprised to discover that the Range Rover, for example, cost a square meal less than 2000 pounds sterling in Britain in 1970 while the current price is something over 7200 pounds sterling basic in England with that price jumping to over 8500 pounds sterling with the British tax included. And the list of waiting customers is even longer today than it was then!

A number of members have communicated their interest in our discontinuing the former practice of listing members after each issue. We stopped doing this about a year ago to allow more content per issue. However, since many of you requested to know of those members in your area, we have produced a current complete list of active dues-paying members in this issue. Maybe, we will do this once per year.

AutoTEST

Rover 3500 automatic



Automatic-transmission version of Leyland's latest car.
Appreciable loss in performance, though still quick in absolute terms.
Economy also suffers, partly due to lower gearing in top.
Power steering, brakes, handling and ride excellent.
Versatile loading arrangements. Powerful heating and ventilation system.
At its price, a challenge to the whole executive market.

THE NEW Rover 3500 has now been in production for several months, and despite the seemingly inevitable disputes which have hampered its progress, its advanced shape is now a more or less familiar sight on British roads. As yet it exists only in 3500 form with the GM-derived V8 engine; the old 2200s have followed the original 3500 into obsolescence, and presumably we may expect smaller-engined versions of the SD1-3500 to succeed them, but not immediately.

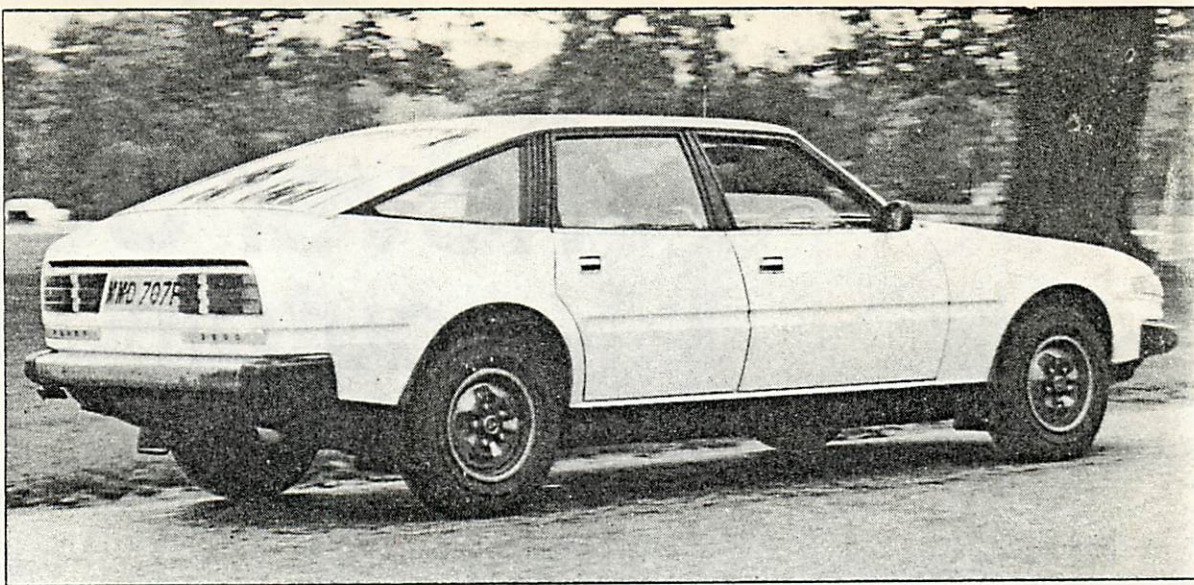
Our first test of the new 3500 (31 July 1976) was carried out on a manual-transmission car with its five-speed gearbox and very high top gear. By contrast, the automatic-transmission car tested here has much lower gearing. The final drive remains the same, but top gear is direct-drive, corresponding to fourth gear in the manual box. The transmission used is Borg-Warner's Model 65 three-speed which, with torque converters of various sizes, is virtually Leyland's standard in-line (as opposed to transverse) automatic.

In other respects the car tested here is exactly like that driven for the earlier test. The engine produces 155 bhp at 5,250 rpm, and suspension is by MacPherson struts at the front, with a well-located live axle — with self-levelling dampers — at the back. Power-assisted steering and centralized locking are standard, as is a push-button radio. Extras fitted to the test car included electric windows. Since the continuing supply problem still prevents Leyland from offering fully-fledged road test cars, the test was carried out on our own 3500, purchased through retail channels and part of our long-term test fleet. At the time of the test it had only covered 3,000 fairly gentle miles, and it might reasonably be expected that the performance will improve during the next few thousand miles.

Performance and economy

There is an inevitable loss of performance with any three-speed automatic compared with its manual equivalent, at least where the overall gearing (forgetting for a moment about the manual 3500's fifth gear) is the same. This is seen in the much inferior maximum speed, a mean 114 mph against 123 mph for the manual car in fourth gear. Apart from the comparative stiffness of the automatic, however, the test conditions were far from ideal with a high and gusting wind. It seems reasonable to assume that in better conditions, with more miles behind it, and on a level road rather than the speed-scrubbing MIRA banking, even the automatic 3500 should reach a genuine 120 mph. This is made even more likely because each small gain in speed would bring the car nearer its power peak; at 114 mph it is running at less than 4,800 rpm.

In terms of outright acceleration, the automatic car loses progressively all the way through the speed range. Its step-off from rest is



The hatchback rear section of the Rover is designed more for good aerodynamics than it looks. Black cappings protect the outboard ends of the bumpers, and the tail lamp clusters have horizontally fluted lenses. Mercedes-style, to help keep them clean

comparatively good, 3.7sec to 30 mph compared with 3.3sec for the manual car with its high first gear. From that point on the gap widens so that the 60 mph time is 10.3sec against 8.4; the 80 mph time is 18.1sec against 15.6; and the 100 mph time is 33sec against 26.5. While these figures rightly suggest that the automatic is a good deal slower than the manual car, it is far from slow in absolute terms and when compared with other automatics, as shown in our comparison data table, it shows up well.

The Borg-Warner 65 transmission changes smoothly, both up and down, but seemed less than willing at times to shift down on part-throttle, forcing the driver to use full throttle and operate the kickdown switch when he did not really want to. Full-throttle up-changes came at 43 and 80 mph, while the kickdown would operate up to 74 mph in top, and up to 37 mph in intermediate for a change down to low ratio. When taking our acceleration figures we found a marginal advantage in holding the lower ratios beyond 5,000 rpm, to the extent of a second gained to 90 mph. Clearly, however, there is no point in doing this on the road.

When it comes to fuel economy, one would expect the automatic 3500 to show up rather badly. Not only does it suffer the inherent power losses of the torque-converter automatic; it also lacks the advantage of the high manual fifth gear with its promise of restful and economical motorway cruising. In practice, the deficit emerged as 10 per cent in overall consumption (18.0 mpg against 20.5), so things are not as bad as they might be. As always, our overall figure takes the car near the bottom end of the scale. More normal driving should achieve 20 mpg, while 25 mpg may

not be out of reach for gentle touring, given restrained use of the kickdown.

Our steady-speed consumption figures show a near-constant deficit of about 12 per cent for the automatic. The key figure is perhaps the 23.5 mpg at a steady 70 mph, compared with 26.2 mpg for the manual test car. Fast drivers might also care to note its 16.3 mpg (compared with 18.7 mpg for the manual) at 100 mph.

Handling and brakes

This, naturally, is an area where all our remarks about the manual car still apply, and the Rover deserves an extremely high rating. The key to its performance is the quick and precise power steering, with $2\frac{3}{4}$ turns of the wheel between extremes of a 33ft lock. Such sensible gearing takes all the work out of driving the car — not just the effort, but also the arm-weaving which is still called for in some cars (especially American ones) which have power steering but retain "manual" gearing of four or more turns of the wheel between extremes of lock. A Rover 3500 driver has to be doing something extremely ambitious even to feel the need to cross hands on the wheel.

The high gearing probably makes it easy to achieve good steering feel, and the engineers have done a good job of letting the driver know what the front wheels are up to. At times, when making a very quick lane-change manoeuvre, the feel built up into genuine weight as the steering wheel was wrenched first one way, then the other; but it is no bad thing to have some mild discouragement of extremes.

Aside from the steering, the Rover handles extremely well for so big a car. The automatic car was fitted with Avon tyres, rather than the Michelins of the manual test car, and it hung on equally well. The weather of the test period was altogether colder and wetter for the automatic, and gave the Avon tyres ample opportunity to show off their wet grip in particular. It is asking a lot of any tyre to anchor the tail of a V8-powered car when the automa-

tic transmission decides to shift down when negotiating a roundabout, and in this case alone we managed to swing the Rover some way out of line. Recovery was quick, thanks to the rapid steering response.

When the Rover is hustled along winding roads, the steering partly disguises its determined basic understeer. As with most understeering cars, the tidiest results are achieved by aiming just inside the intended apex of each corner, letting the nose correct the situation by running wide as it wants to. The automatic transmission makes it slightly more difficult to flatten one's driving by balancing the understeer with power, but the car remains capable of out-running more overtly sporting machinery. Clumsy driving — the too-fast approach to a corner, the piling on of extra lock and the corrective dab at the brakes — is rewarded as it should be, with an undignified but safe scrubbing of the front tyre and rapid loss of speed without any great deviation from the intended line.

Straight-line stability is one of the Rover's strong points and this was especially noticeable during the test period. Despite the strong and gusty winds, often combined with patches of standing water on the road surface, the car ran very straight and felt extremely relaxed even at 70 mph or more.

The Rover's brakes consist of big discs at the front, backed up by 9in rear drums, and a conventional front/rear split of the hydraulic circuits. Our tests on the manual car were hampered by a wet surface which restricted ultimate stopping performance, and it was nice to confirm with the automatic that the system is well-balanced and capable of achieving a 1g stop for a moderate 80lb pedal pressure. As before, some drivers complained that the brakes were over-sensitive for gentle check braking, and needed too conscious a restraint when trying to stop smoothly. At the limit, all four wheels began to lock at the same time and the car slid straight ahead.

While the brakes emerged we

Rover 3500 Automatic

enough from our standard ten-stop fade test from 70 mph, it sometimes seemed that they had too little reserve at higher speeds. For instance, six successive stops from 110 mph during our acceleration runs brought on the juddering "railway-train" effect, though without apparently affecting stopping ability; one driver encountered the first signs of fade when hurrying down a long and twisting hill. In speed-limited Britain there is little to worry about but it is, perhaps, an area in which export cars deserve a closer look.

The handbrake worked well, achieving a stop of better than 0.3g when used alone on the level, and it held the car facing either way on the 1-in-3 test gradient. While the manual car had a slight struggle to restart on this hill, the automatic had no trouble at all but pulled away smoothly and accelerated well.

Comfort and convenience

From the driver's point of view, the Rover gains high marks in the first place for the adaptability of its driving position. With the steering wheel adjustable both for reach and rake, and a generous fore-and-aft range of seat movement, the car should suit almost everyone. Headroom in the front is better than average, as well.

The main driving controls are well laid out but the non-circular steering wheel still strikes us as gimmicky, even on longer acquaintance. Nor does it achieve its

intended purpose of rendering the instruments clearly visible, since it cuts across the minor instruments on the left of the panel, including the fuel contents gauge. The main instruments, speedometer and rev counter, the latter with a 5,500 rpm red line, are large and clearly marked; the instrument lighting is variable by means of a rheostat knob to the right of the instrument binnacle. When the dials are brightly lit, a faint reflection is cast in the screen not from the dials themselves, but from their tunnel-housings; there is also a stronger reflection in the driver's side window. Apart from this, very tall or long-backed drivers have some difficulty seeing the topmost figures on the main dials.

The transmission selector is a pleasing feature of the car, a simple T-handle moved to one side to clear its various detents. The gate is properly set up for British driving conditions in that it is possible to pull back the lever from D to 2 without having to clear a detent, while the return from 2 to D can be made without any danger of an inadvertent overshoot into N. Leyland would do well to remember, though, that this pattern is not universally approved of, especially in America.

The brake pedal is wide enough to permit braking with either foot, while the pendant-type accelerator is retained. While the accelerator gave no cause for complaint in the manual car, several drivers of the automatic found themselves suffering from ankle-ache after long journeys, and suggested that an

organ-pedal control might overcome this.

The back seat, which folds in simple fashion to extend the load platform, is wide enough to take three average-size people in comfort. There is legroom in plenty, even behind a tall driver, but headroom is rather less than in the front. With only two back seat passengers, the ingenious centre armrest can be unfolded to give better location.

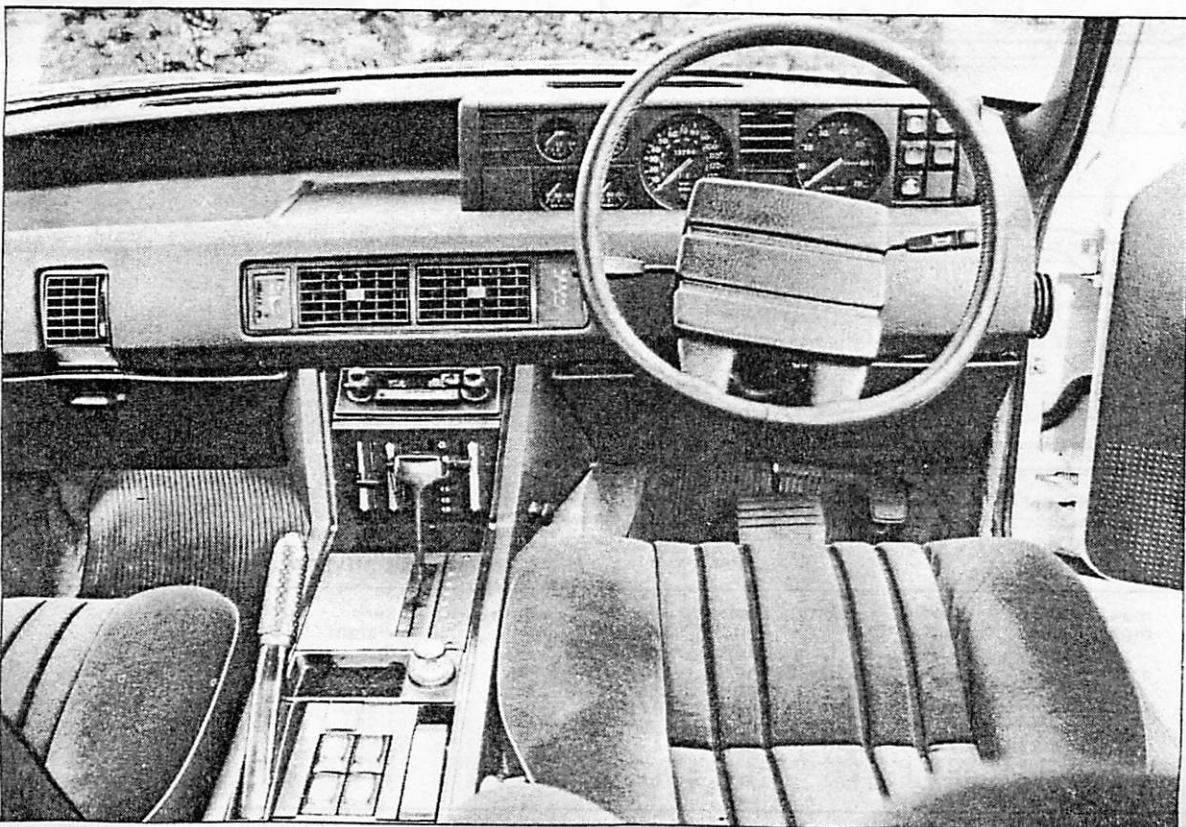
One very strong point of the Rover, thanks to its long suspension travel, firm damping and self-levelling facility, is its ride. There is no such thing as a universally satisfactory ride because this is an area where one man's comfort can be very much another's nausea; if anything, the Rover looks kindly on the latter because its low-speed ride is on the firm side, at times slightly "knobby" in consequence. As far as our test team is concerned, this is a good thing although admirers of the American "boulevard ride" will not agree with us. In any event, it seems a small price to pay for the Rover's ability to be hustled along poor roads at high speed without upsetting the occupants — and without sacrificing anything in the way of handling and stability. The high-speed motorway ride is rock-steady and gives a great feeling of security.

In the wet weather of the test period, we appreciated the large sweep of the wipers with their two continuous speeds and one intermittent setting. The wipe/wash control, like the other minor controls, takes the form of a column-

Specification

ENGINE	Front; Rear drive
Cylinders	8, in 90 deg vee
Main bearings	5
Cooling	Water
Fan	Viscous
Bore, mm (in.)	88.9 (3.50)
Stroke, mm (in.)	71.1 (2.80)
Capacity, cc (in ³)	3,528 (215.0)
Valve gear	ohv
Camshaft drive	Chain
Compression ratio	9.35-to-1
Octane rating	97 RM
Carburettor	Two SU HIF 6
Max power	155 bhp (DIN) at 5,250 rpm
Max torque	198lb ft at 2,500 rpm
TRANSMISSION	
Type	Three-speed automatic with torque converter
Gear Ratio	mph / 1000rpm
Top	1.0 23.8
Inter	1.45 16.4
Low	2.39 10.0
Final drive gear Ratio	Hypoid bevel 3.08-to-1
SUSPENSION	
Front-location	MacPherson struts, lower links
springs	Coil
dampers	Telescopic
anti-roll bar	Yes
Rear-location	Live axle, torque tub trailing arms, transverse Watt linkage
springs	Coil
dampers	Telescopic, self-levelling
anti-roll bar	No
STEERING	
Type	Rack and pinion
Power assistance	Standard
Wheel diameter	15½ x 16in. elliptical
BRAKES	
Front	10.2in. dia. disc
Rear	9.0in. dia. drum
Servo	Vacuum type
WHEELS	
Type	Pressed steel disc
Rim width	6.0in.
Tyres — make	Avon (on test car)
— type	Radial-ply tubed
— size	185-14in.
EQUIPMENT	
Battery	12 volt 66 Ah
Alternator	55 amp
Headlamps	Four-lamp halogen, 110/220 watt (tot.)
Reversing lamp	Standard
Hazard warning	Standard
Electric fuses	11
Screen wipers	2-speed plus intermittent
Screen washer	Electric
Interior heater	Air blending
Interior trim	Cloth seats and headlining
Floor covering	carpet
Jack	Screw pillar
Jacking points	2 front, 2 rear under bumpers
Windscreen	Laminated
Underbody protection	Bitumastic overall
MAINTENANCE	
Fuel tank	14.5 imp. galls (66 litres)
Cooling system	19.5 pints (inc. heater)
Engine sump	9.5 pints SAE 20W/50
Gearbox	2.7 pints SAE 80EP
Final drive	1.6 pints SAE 90EP
Grease Valve clearance	No points Hydraulic tappets, self-adjusting
Contact breaker	Electronic
Ignition timing	6 deg BTDC (strobe at 750 rpm)
Spark plug — type	Champion N12Y
— gap	0.030in.
Tyre pressures	F26; R26psi (normal driving)
Max payload	1,243lb (564kg)

Wide centre console houses transmission selector, handbrake, electric window switches, cigar lighter and manual choke, leaving fascia relatively clear. Note the four fresh air inlets, two in the centre and one each for driver (in instrument panel) and passenger. Minor controls are mostly column-mounted stalks. Radio in this car is non-standard unit, installed to order



Comparisons

Rover 3500 Automatic
 Daimler Sovereign
 Fiat 130
 Ford Granada Ghia
 Mercedes 280 SE
 Renault 30TS
 Volvo 264GL

Price	max mph	0-60 sec	overall mpg	capacity c.c.	power bhp	wheelbase in.	length in.	width in.	kerb weight lb	fuel tank size	tyre size
4,900	114	10.3	18.0	3,528	155	110 1/2	185	69	3,045	14.5	185-14
6,912	116	10.3	14.3	4,235	180	113	195	70	3,560	20.0	E70-15
4,675	113	11.4	15.7	3,235	165	107	187	71	3,235	17.5	205-14
6,588	106	10.7	21.0	2,994	138	109	180	70 1/2	2,981	14.2	175-14
8,935	126	9.3	14.7	2,748	185	113	195	68	3,560	21.0	185-14
4,947	111	11.7	20.2	2,664	131	105	178	68	2,910	14.7	175-14
6,481	104	12.7	18.6	2,664	140	104	193	67	3,195	13.2	185-14

OVERALL RATING

4.27

5.00 EASE OF DRIVING (under-bonnet access, dipstick etc.)

3.60 ROUTINE SERVICE

4.67 STORAGE

4.17 NOISE

4.00 CONTROLS (instruments, lights, wipers, visibility etc.)

3.88 DRIVERS AIDS

4.00 COMFORT IN BACK

4.33 COMFORT IN FRONT

4.60 BRAKES

5.00 STEERING AND HANDLING

4.67 PERFORMANCE

Ratings: 6 Excellent
 5 Good
 4 Better than average
 3 Worse than average
 2 Poor
 1 Bad

(Average of scoring by Autocar Road Test team)

Test Scorecard

Turns, lock to lock 2.75
 L. 35th in; R. 35th 10in.
 Between walls
 L. 33th 3in; R. 33th 6in.
 Between kerbs
 Turning circles:

Boot capacity: 14.4/22.4 cu. ft.
 Kerb, 27.2 cwt/3,045 lb/1,381 kg
 (Distribution F/R, 55.4/44.6)
 As tested, 31.3 cwt/3,489 lb/
 1,582 kg

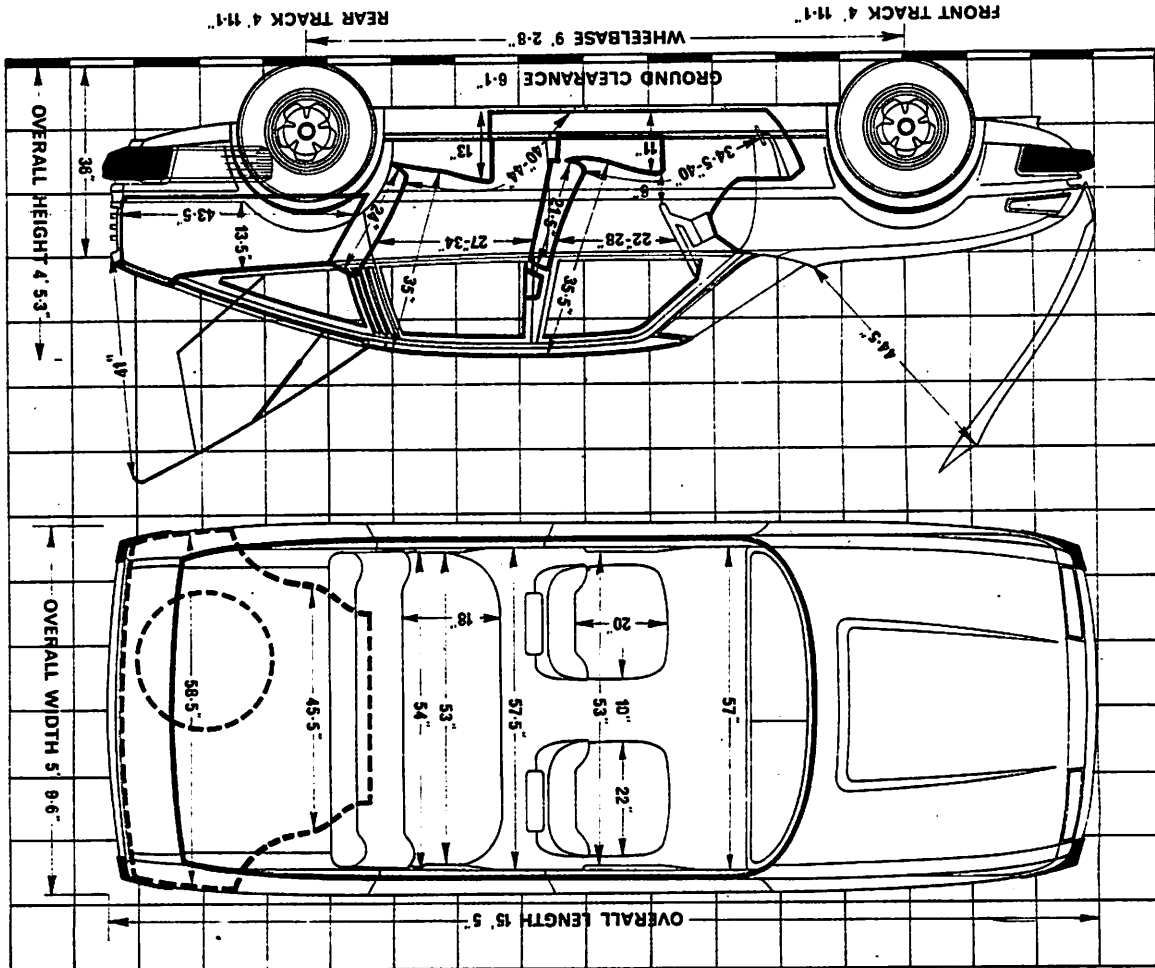
Weight

Warranty Period
 12 months/unlimited mileage
 Rear bumper £36.18
 Front wing £38.88
 Headlamp unit £27.00
 Windscreen £57.24
 Tyre — each (typical advertised) £21.50
 Silencers £65.78
 — rear 9.83
 Brake shoes (2 wheels) £9.94
 — front
 Brake pads (2 wheels) (including VAT)

Parts Cost

Total cost £6.45 £20.55 £27.50
 (Assuming labour at £4.30/hour)
 Change 3,000 6,000 12,000
 Interval
 Engine oil check yes yes
 Oil filter check yes yes
 Gearbox oil check check
 Spark plugs check no yes
 Air cleaner check no yes

Regular Service



Test Conditions

All Autocar test results are subject to world copyright and may not be reproduced in whole or part without the Editor's written permission.
 Figures taken at 3,120 miles by our own staff at the Motor Industry Research Association proving ground at Nuneaton.
 Wind: 15-22 mph
 Humidity: 70 per cent
 Surface: dry asphalt and concrete
 Test distance: 767 miles
 Barometer: 29.7 in Hg
 Temperature: 12 deg C (54 deg F)

Brakes

Load	Distance	Response (from 30 mph in neutral)	Fade (from 70 mph in neutral)	Pedal load for 0.5g stops in lb	start/end
20lb	0.35	1	30/30	6	35/40
40lb	0.70	2	30/35	7	35/40
60lb	0.85	3	35/35	8	35/40
80lb	1.00	4	35/35	9	35/45
98ft	0.32	5	35/40	10	35/40

Consumption

Autocar formula
 Hard driving, difficult conditions 16.4 mpg
 Average driving, average conditions 19.8 mpg
 Gentle driving, easy conditions 23.4 mpg

Acceleration

mph	secs	Spedo
110	46.5	112
100	33.0	102
90	23.8	92
80	18.1	82
70	14.0	72
60	10.3	61
50	7.8	51
40	5.7	41
30	3.7	30
True	17.9 sec, 79 mph	
Standing 1/4-mile:	32.6 sec, 99 mph	

Fuel

Overall mpg: 18.0
 (15.7 litres/100km)
 Calculated (DIN) mpg: 21.4
 (13.2 litres/100km)
 Constant speed:
 100 16.3
 90 19.1
 80 21.6
 70 23.5
 60 26.3
 50 30.1
 40 33.0
 30 34.1
 mpg

Maximum Speeds

rpm	kph	mph
4,780	114	70
4,800	119	74
5,000	137	85
5,500	88	55
5,500	79	49
5,500	55	34
Low		

Gear

Top (mean)	Inter	Low
114	3.1	3.6
116	3.1	3.6
120-40	—	—
30-50	—	—
40-60	—	—
50-70	6.1	—
60-80	8.0	—
70-90	10.7	—
80-100	12.4	—
90-110	16.2	—

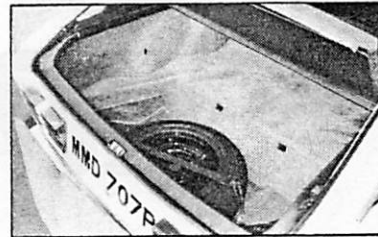
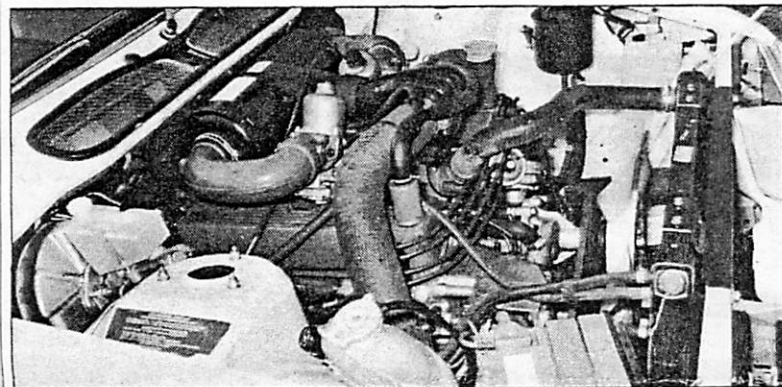
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Low		

Rover 3500 Automatic

mounted stalk following the Leyland "house pattern". The big rear window is electrically demisted as standard, but at low speeds in the rain we found we also would have liked a rear wiper to clear its steeply-raked surface. At night, the halogen headlamps give reasonable output but not enough to match the full performance of the car; the clean nose shape simply does not permit sufficient reflector area. It also causes short drivers a few problems when parking in a tight space, since the last foot or so of nose is not visible. At the other end of the car, though, there is hardly any "tail" beyond the lower edge of the rear window.

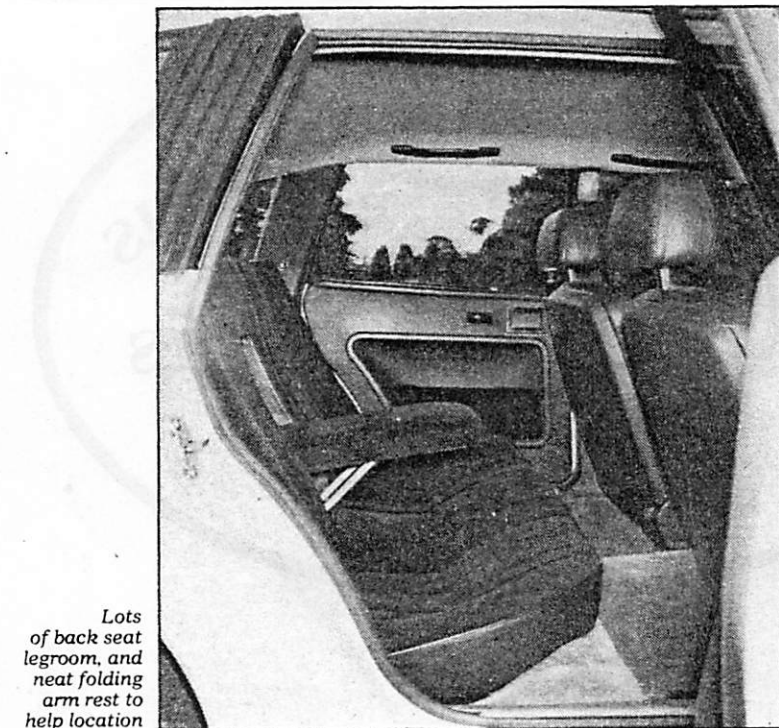
Just as the test weather made us grateful for the wipers, so also we appreciated more than usually the good ventilation and powerful



Top: Folded back seat extends carpeted luggage platform
Left: Plenty of space under bonnet
Above: Spare wheel lives in well beneath platform

heater. The heater is a "corporate" design used also in the Princess (its first application) and the TR7. It uses a big, low-speed fan to push air into the car — there is no pure ram-air setting. In the Rover, we found it easy to control temperature and distribution exactly, while on its higher speeds the fan produced a prodigious through-flow. When we needed maximum temperature, to dry out after becoming soaked clear through when photographing in the rain, we found this was achieved with the second rather than the highest fan speed; and it was sufficient to "cook" us in less than a quarter of an hour. Another good feature of the heating system is the positive ducting of hot air through the front doors and up to the windows to keep them clear.

In general, the Rover is a quiet car but there were two points worthy of note in the test vehicle. The first was a mild heterodyning (the "beating" of two near-identical frequencies) which was annoying only because it came in at almost exactly 70 mph. The other drawback was wind noise from the top of the driver's door, suggesting the need for a stiffer seal or a closer fit. To be fair, this was only noticed at speeds in excess of the British limit and then only in certain conditions. For instance, we found when lapping the MIRA circuit that the noise was severe when running across or into wind, but much less when running downwind, even at our best one-way speed of 119 mph.



Lots of back seat legroom, and neat folding arm rest to help location

Living with the Rover 3500

As might be imagined from all that has gone before, the 3500 is a satisfying car to live with. Nothing is totally satisfying, however, and the car has its minor drawbacks. The 14½ gallon fuel tank, in combination with the automatic transmission, gives a safe range of 300

miles but it is the work of a patient man to trickle in the last gallon or so. As for other minor quibbles, one needs to remember to warn passengers before operating the centralised locking system, which works with a sudden loud thump. In the latest test car, which had stiffer doors than those previously tried, we found the lack of grip under the door handles annoying and potentially nail-breaking. In

long-term service, too, the rear parcel shelf seems flimsy and wobbly as it rises with the tailgate; and it slips out of its retaining pegs if one tries to slip some slightly oversized object beneath it.

On the other hand, the versatile loading arrangements are a great plus-point over other cars in this class and the amount of luggage space is nothing if not impressive. Inside the car, all the equipment, standard or extra, works as if it was meant to; the radio installation is of high quality (though our long-term Rover has a non-standard, specially-ordered set), while the electric windows work fast and without fuss. Note, however, that they are wired through the ignition — remember to wind them all up before you jump out and lock the car. Under the bonnet, the scene is one of surprising simplicity. A good deal of space has been left for extra emissions equipment, air-conditioning plumbing and in-line six-cylinder engines, which means lots of room in which the British mechanic can work.

In conclusion

As we said in our previous test, the new Rover 3500 justifies a high measure of enthusiasm. It is perhaps a trifle damped by the lower overall gearing of the automatic, which loses one of the more appealing features of the manual car. The other qualities are there in full, however, and the 3500 is a serious challenger to the executive cars of Europe on the grounds of performance, road-worthiness, space and comfort. One is sorry to see inflation already forcing up the price, and hopes above all that its design qualities will be matched by those of consistently high finish and steady deliveries. If they can be, the 3500 must be assured of a long and successful future in Britain and overseas. □

MANUFACTURER:

Leyland Cars,
Leyland Coventry House,
Station Square,
Coventry

PRICES

Basic	£4,060.00
Special Car Tax	£338.33
VAT	£351.87
Total (in GB)	£4,750.20
Seat Belts (front)	standard
Licence	£40.00
Delivery charge (London)	£27.00
Number plates	£6.48
Total on the Road	
(exc. insurance)	£4,974.44
Insurance	Group 6

EXTRAS (inc. VAT)

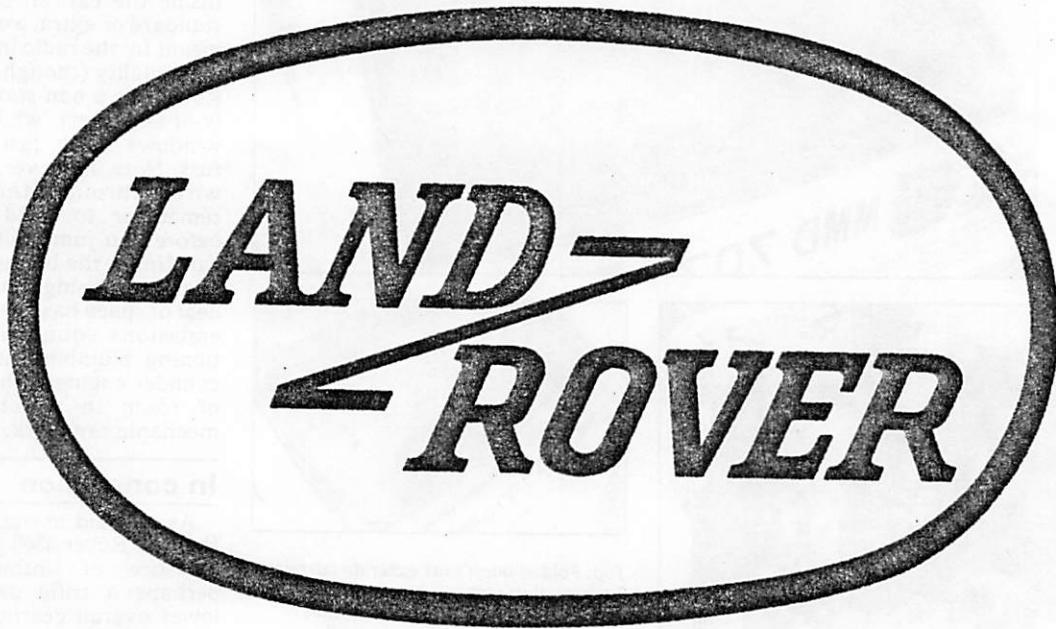
Automatic transmission*	£149.76
Electric windows*	£99.45
Sports wheels & 195/70	
tyres	£175.50
Denovo wheels & tyres	£91.26
Passenger door mirror*	£19.89
Rear inertia seat belts	£35.10

*Fitted to test car

TOTAL AS TESTED ON THE ROAD

£5,243.54

In addition to our regularly available Rover and Land-Rover memorabilia we have the following decals and patches available. The illustration is full-size and they are available either as a patch or as a decal. The background is yellow with green border and lettering. The decals are pressure sensitive for inside windows and are \$1.00 each post paid. The patches are \$2.25 post paid.



LAND-ROVER 88/302 FORD V-8 CONVERSION: Member Jim Pappas, 85 Mann Hill Road, North Scituate, Massachusetts, 02060 recently provided us with his account of his Land-Rover/Ford V-8 conversion. For any member who would like further detailed information on the 289/302 Ford V-8 conversion send \$1.00 to Jim care of the afore-listed address to cover postage and handling. Jim writes:

I contemplated my Landy's future when the trusty little four banger hit the 100,000 mile mark with the only major surgery needed being that of front and rear seals and it was still using only one quart of oil in 500 miles. However, the amazing lack of power evident in two-wheel drive operation made me look to other options before investing \$700 to rebuild 75bhp.

I arrived at the decision to tackle the Ford 302 small-block V-8 conversion utilising the adaptor kit available from Atlantic-British Parts in Mechanicville, New York. Before I ordered the kit, I obtained the instructions from ABP. At first glance, the instructions seemed a joke; totally vague and lacking in detail. Upon second glance, the suspicions I arrived at from my first glance proved correct. A decent understanding of the Landy's running gear and basic auto mechanics are an absolute must before attempting the conversion.

I purchased a 1973 302 engine with 40,000 miles on it and the engine appeared quite clean - the truck it had been in was rear-ended and totalled. Purchase price from the wrecking yard was \$300. Another \$400 was invested in the engine as I decided that as long as I had not installed it yet, a rebuild would pay off in the long run. It was a sound decision as upon disassembly I found a frozen exhaust valve. The aforementioned \$400 included rings, gaskets, deep oil pan, high-volume oil pump, valves, Holley intake manifold and 4v carburetor, Accel dual point distributor, and miscellaneous fittings and hardware for re-assembly. In addition, new rod bearings were fitted, cylinders honed and heads hot tanked and valves installed at the shop. The machine shop prices were quite reasonable, and to one accustomed to repair bills for authorised Land-Rover work, they seemed trifling.

Once the new engine had been completed, I decommissioned my old faithful 2.25 litre engine. An engine crane was rented and the old engine was pulled with suprisingly little effort. To facilitate easy removal (and re-installation of my new engine) the front wings, grille and radiator are removed. The old engine is removed complete, leaving only the bellhousing, transmission and transfer case in original place. The V8 is lowered into position with the ABP adaptor plate bolted in place. At this point (while engine is still out of Landy) it behooves one to align the clutch pressure plate disc. We were unable to obtain an aligning tool although more than one source lists one for the Land-Rover. Instead, we sanded down a piece of wooden dowel to two diameters for the job. The engine assembly was then mated to the bellhousing and bolted into place. At this point, the engine is centered and jacked up as far as possible (the transmission limits the amount of travel) to allow the front driveshaft to clear the bottom of the adaptor plate. With the engine in position, a set of motor mounts were fabricated out of $\frac{1}{4}$ " angle and welded up at a shop for a total cost of five dollars. One end of the mount bolts to the Landy body mount bracket (three bolts at bottom of bracket through frame) and the other side to the Ford insulators on either side of the engine. The triangle mounts make for an extremely strong mount, and one need not worry about broken mounts provided that the welds on the mounts are sound and the bolts through the frame are at least grade five or higher.

Once the motor was mounted in the Rover, all fittings were connected including original Rover instruments in addition to various aftermarket gauges. The Rover oil and water gauge sending units may be retained intact. All that remains is to adapt them to the Ford openings. This may be accomplished by a trip to the local hardware store where various pipe fittings will be on hand to suit the requirements. All threads should be taped with Teflon prior to buttoning up.

LAND-ROVER 88/FORD 302 V8 CONVERSION (continued):

My Landy is a 1966 IIA, requiring the after portion and top plate of the forward frame cross-member to be removed (just forward of the radiator) in order that there be sufficient clearance for the radiator. The radiator must sit in the "valley" of the bottom and front sides of the partially removed cross-member to allow both for sufficient fan clearance as well as for clearance for the headlamp socket assembly (on all Rovers except Series III). I utilized a stainless steel flex fan of a six-blade configuration for added cooling over the stock rigid Ford fan.

When everything was connected, the dynamo was fitted to the Ford engine using the original Landy bracket and the rear of the unit was fastened into one of the heads on the Ford. An Accel Super Coil was installed and original Rover starter switch retained because of owner preference (a built-in theft deterrent of minimal cost).

After cold cranking the engine for about 30 seconds to build up oil pressure, the ignition was switched in and the engine roared to life. The engine was allowed to run while checks were made for oil pressure and leaks. After the usual kinks were ironed out, the Rover was put on the road. Obviously, the most immediate impression conveyed was that of seemingly limitless power in comparison with the old four-cylinder. Starting in first gear was a virtual waste due to the combination of Rover gearing and the 240 plus foot pounds of torque from the Ford; and attempting this produced a series of violent lurching motions. In fact, it was possible to start from a standstill in third gear. Acceleration was very robust, as expected, and off road evaluations will be made following break-in. It is expected to be phenomenal in low gear.

To date, I have logged 150 miles on the 302 Landy and the engine is still in the break-in stage. Initial gas consumption figures gave 11 mpg for combined (mostly city) driving, including long periods of idle and rapid acceleration within the confines required in breaking-in a new engine. I conservatively expect 2-3 mpg gain in sustained highway driving. This I consider quite acceptable in that a best average of 16.1 mpg highway was achieved with my old Rover engine. This summer I intend to install the Fairey Overdrive unit which should alleviate (or at least help) the horsepower/gearing overkill I now have, as well as contribute to improved gas consumption. I expect gas performance to equal or better my best record with the old engine after the overdrive is installed and, in my opinion, to gain such a large increase in performance (not to mention: no more parts hassles from the engine) with little or no overall sacrifice in fuel economy, represents an extremely good way to stretch out the Landy's lifespan.

WILL WE EVER SEE ANY MORE ROVER PRODUCTS IN THIS COUNTRY: Continued reports in the automotive press regarding the future of Rover in the US seem mixed at best. Two recent blurbs deserve some comment: In an effort to counter upcoming 4WD competition from Mercedes at the upscale end of the European market, British-Leyland will offer its Land-Rover with V-8 power sometime next year. And; 4WD expansion program at Leyland (\$405 million) which is geared to boost Land-Rover annual production to 125,000, while Range Rover output would rise to 29,000 per year. Nice rumors, both. But honorary member Avery Fisher, just back from London, advised that not one British dealer held any hope for future export of the new Rover 3500 to the US now or in the foreseeable future. And, on top of that, Rover was contemplating the phase-out of a TR-7 plant, the result of which could be a company-wide strike. Notably, there are no TR-8's yet in this country and we've heard mixed reports concerning the US-certification of the Rover V-8.

If any members have had leaks in their power steering pump shaft seals, there is a simple and totally successful cure by using seals from earlier model Eaton pumps (used by Ford and Chrysler.). Aver Fisher's source is Mel's Transmissions, 919-65th Street, Brooklyn, New York, 11219. Either send in the original seal for matching or send in the pump itself.

Engine-Tuning Components for the Rover V-8: Now that the Rover V-8 has made its way into so many of Leyland's cars apart from the Rover there appears to be a fair number of performance parts shops opening up in England. One of the most well-known and respected is Lawrencetune Limited. They have been providing performance parts for Triumphs and Morgans for well over a decade. We thought the membership would be interested in what they have available for the Rover V-8 engine. The following Lawrencetune components are listed in Pounds Sterling and do not include shipping to the U.S.

Exhaust manifolds Price 130.00

These are fabricated construction consisting of 15" primaries, terminating in collector boxes near chassis openings. All hot bends are made to the highest standards and head faces are ground; much improved performance is gained throughout the range. Manifolds fit directly on Rover gearbox cars, and with slight modification, to the Moss box cars.

Weber carburettor kit Price 475.00

Includes 4 4R DCNF Weber carburettors mounted on our own light alloy cast manifold with provision for thermostat. Kit comes complete with all necessary throttle linkages and fuel piping. This is the ultimate carburetion system for competition and road use.

Holley carburettor kit Price 170.00

Comprises Holley 550 cfm double pumper carburettor and Edelbrock "Torquer" manifold. This is an ideal combination for fast road use. Kit comes complete and ready to fit.

Camshaft kits Race kit or Road kit Price 150.00

Road cam kit - Duration 258°, lift 0.445 in.

Race cam kit - Duration 294°, lift 0.506 in.

The above kits give optimum performance increase when used in conjunction with the special exhaust manifolds.

Steel cam sprocket Price 31.00

This replaces the standard plastic gear and is recommended for use with the race cam. The kit includes a heavy-duty timing chain; the standard crank sprocket is retained.

Racing valve kit Price 148.00

Comprises inlet valve, diameter 1.625 in. and exhaust valve, diameter 1.375 in. (maximum possible head diameters for standard combustion chambers), both with reduced stem diameter of 5/16 in. to permit increased gas flow through the ports. Also included are valve guides and special bullock-type cotters and spring retaining caps, which reduce the possibility of failure of these items, normally a common fault.

Competition head gaskets Price 22.00

Reinforced composite construction gaskets. These are slightly thicker than the standard crimped steel, with much improved resistance to gasket failure. Vital on competition and high compression engines, these are supplied as a complete top end overhaul kit.

Oil cooler kits Price 63.00

This comes complete with oil cooler, mounting brackets, adaptor housing, remote oil filter assembly and all pipes with fitted unions. A vital system if frequent high speed motoring is contemplated.

Racing pistons and liners Pistons and liners (per cyl) Price 50.00

The pistons and liners are made by Cosworth to Lawrencetune specifications. These are of 92.5 mm diameter and, with the standard crank, increase the engine capacity to 4050cc. The forged aluminum flat top pistons have valve cut-aways and fully floating gudgeon pins. The above system is available on an exchange block service. Complete block suitably machined with liners fitted, plus pistons 500.00.

Macn bearing bolts Price 18.00

For engines running at high revs, or producing a lot of power we do a conversion set of studs to strengthen up the bottom end of the V8 engine. This kit comes complete and ready to fit.

WORKSHOP MANUALS: ABC Equipment, The Green, Clayton, Doncaster, DN5 7DD, England has the following manuals available. All of those quoted are original factory publications and prices quoted are in Pounds Sterling. Prices do not include postage and packing; these will be charged extra at cost, depending upon whether Air or Sea postage is required.

4291	Land-Rover Factory Workshop Manual (1948-1958)	5.50
606408/7	Land-Rover Factory Workshop Manual (Series IIa: 2 parts)	10.00
607314	Land-Rover Factory Workshop Manual (Series III)	5.00
AKM3630	Range Rover Factory Workshop Manual	5.00
606162	Land-Rover Owners' Maintenance Manual (Series IIa)	.75
607324	Land-Rover Owners' Maintenance Manual (Series III)	.75
	Range Rover Owners' Maintenance Manual	.75
RTC9018C	Range Rover Factory Parts Catalog (Current Edition)	5.50
4107	Land-Rover Factory Parts Catalog (Series I 86", 107" and 109" 4th Edition) Used copy	7.00
4187	Land-Rover Factory Parts Catalog (Series II 1961 Edition) Used copy	7.00
608024A	Land-Rover Factory Parts Catalog (Series IIa Current edition)	5.50
RTC9007C	Land-Rover Factory Parts Catalog (Series III Current edition)	5.50
RTC9009C	Land-Rover Optional Equipment Catalog (Current Edition)	5.50

Mr. Fred Booth of ABC also indicates that he handles all Rover saloon manuals as well as the above. He does have some material on the 60, 75 and 90 series Rovers and even has material on the Rover 10, 12, and 14's. Anyone interested in those can write for details.

Association member Terry Brown of 6112 12th Street East, Bradenton, Florida, 33507 has worked as a Rover/Land-Rover mechanic for a dealer and is currently setting up shop himself specializing in guess what. For anyone with service problems in the Bradenton/Sarasota, Florida area please feel free to contact Terry/

Inquiries from Leyland International regarding the future of Rovers in this country brought the following response from Mr. G.O. Ehrman of British Leyland Motors Inc. U.S. The letter was dated January 23, 1978.

Mr. M.J. Hodge of British Leyland has sent me a copy of your letter together with his reply. I note that he does not address himself to the possible importation of various Rover models.

As of this date, there are no plans whatsoever to introduce the Range Rover or the Land-Rover, either with the present engine or the V8 version, into this market.

Furthermore, in view of the National Highway Traffic Safety Administration release of last week attempting to include 4 wheel drive vehicles in the gas mileage restrictions, this position may never change.

With regard to the new Rover 3500, this model is very much under discussion and environmental testing; however, any introduction of this model would be no earlier than the 1979 model year.

Member James E. Trogdon, P.O. Box 1525, Placerville, California, 95667 would like to know the manufacturers names and parts numbers for air shocks to fit the model 88 Land-Rover. Also, Jim is looking for the address on the Conestoga Camper which is manufactured in Ontario, Canada. This camper unit bolts to the roof and has a canvas covering with three aluminum bows.

Rent a British Car: Although we are particularly partial to Rover products I suspect that many of us are partial to British cars in general. At least this writer is. Perhaps one of the most exciting contemporary cars (if one can call it that) that is unavailable here is the Morgan #8 5 speed lightweight roadster. The Morgan, which has always been a exciting car, is even more so with the Rover V-8 and new 5 speed gearbox from the SD-1 3500. Elsewhere in this issue is a listing of speed equipment for the Rover V-8 which should do wonders with it; It would undoubtedly allow the Morgan #8 to out-accelerate a Ferrari Daytona, maybe even the Berlinetta Boxer as well. The Rover V-8 has really come a long way since it was first purchased from General Motors, Buick Division, in 1967. Today, it is employed in the Rover 3500, Range Rover, Land-Rover, Triumph TR-8, MGB-GT V-8, and in the Morgan #8. I thought it might be interesting for the membership to see some of the cars which can be rented in England (just a thought for your next trip there):

SportsHire Limited, 12/14 Kendrick Mews, Reece Mews, London SW7, England has the following interesting range of sports cars available: (All prices are in Pounds Sterling)

MG Midget roadster	80.00/wk	150.00/2 wks.	MGB roadster	100.00/wk	180/ 2 wks.
MGB GT 3500 V-8	140.00/wk	260.00/2 wks.	Morgan 4/4 1600GT	140.00/wk	260/2 wks.
Morgan #8, 5 speed	200.00/wk	360.00/2 wks.	Triumph TR-7	140.00/wk	260/2 wks.
Mercedes 350SL	260.00/wk	450.00/2 wks.			

RoverHire, Lillie Hall, Seagrave Road, London SW6 1SF, England, which provides a 15% discount for Association members, has the following available:

Rover 2200 Auto	116/7 days	431/28 days	Rover 2300 Auto	143/7 days	532/28 days
Rover 2500 Auto	148/7 days	547/28 days	Rover 3500 Auto	175/7 days	646/28 days
Jaguar XJ 3.4 & 4.2	222/7days	820/28 days	Range Rover	206/7days	762/28 days
Triumph TR7	108/7 days	398/28 days			

Guy Salmon Limited, 7-23 Bryanston Street, Marble Arch, London, W1, England has an even broader range:

Rover 2600 Auto	147/wk.	Rover 3500Auto	175/wk.
Range Rover	224/wk	Jaguar XJ6L 4.2	224/wk.
Daimler Sovereign	224/wk.	Porsche 924	224/wk.
BMW 728	245/wk.	Jaguar XJS	420/wk.
Mercedes 450SEL	420/wk.	Mercedes Limo	420/wk.
Rolls-Royce Silver Shadow	686/wk.		

FOR SALE: Unique Rover 2000TC: Rustless! Ten years old. 30,000 miles. Never been driven on winter roads. Arden green. Registered & insured. Best offer. Hamilton Winslow. Clarks Summit, Pennsylvania. 717-563-1263.

FOR SALE: Land-Rover parts. Contact W.K. Hilliard, Jr. evenings or weekends. 208-587-7644. 119 Abbott Drive, Mountain Home, Idaho, 83647.

FOR SALE: Land-Rover and Rovers Bought, Sold, or Traded. Also parts service. Contact: John David, 2254 66th Avenue, Sacramento, California, 95822. 916-392-5848.

FOR SALE: 1961 Rover 100. RHD, 4 speed with overdrive, radio, gray with red interior. Total mileage 15,000. All tools, manuals and sales literature plus spares. This car is in NEW CONDITION. Price \$6000.00 or will trade for Bentley or Rolls. Contact: Rod Agee, 2022 So. Juniper, Escondido, California, 92025 or call 714-746-1583.

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- FOR SALE:** Land-Rover parts. All years and models. Presently parting out 1962 88, 1967 88, 1969 88, 1966 88 and 1971 88. Contact: Robert M. Shevchik, 143 West South Hills Avenue, State College, Pennsylvania, 16801, or call 814-237-0030.
- WANTED:** Land-Rover 109, new or used, for Alaskan expedition. Contact: George M. V. Hook, Jr., 47 Fletcher Road, Belmont, Massachusetts, 02178.
- FOR SALE:** 1972 Series III Land-Rover 88. Green with black trim; 30,960 original miles; one owner. Vehicle was serviced by Morris Garage, Maryland, New York. This Rover is the one featured in Four Wheeler Magazine, September, 1977, page 73. There are many extras that have been added, such as: brush guard, headlamp guards, white spoke wheels by Jackman, a rollbar, Viper headers with a Rochester carb, electronic ignition, burglar alarm, driving lights, extra tool boxes, extra gauges, plus the inside is fully insulated and carpeted. For more information contact: Jim Simonds, Barnes Road, Stratford, New York, 13365 or phone 315-429-3678. Best offer will take it. Reason for selling: plan to buy another vehicle, Land-Rover or Range Rover, and completely rebuild and customize.
- FOR SALE:** 1962 Land-Rover 88 Series II. Please contact: Dennis McQuerry, 1496 Norman Avenue, San Jose, California, 95125.
- FOR SALE:** Land-Rover parts and service. If you can't find something, we can. We have a stock of Land-Rovers from Series II and up to the present. Engines, transmissions, axles, etc. Contact: P.J. Cull, 920 Koloa, Merritt Island, Florida, 32952 or phone 305-452-4458.
- WANTED:** P.J. Cull is also interested in a Forward Control model Land-Rover. Contact him at above-listed address.
- FOR SALE:** Land-Rover and Range-rover factory service tools. The same tools used by Rover Factory mechanics. With these tools and the aid of a workshop manual, most Rover owners can repair and maintain their beloved Rovers themselves, and possibly do a better job than many Authorized and independent Rover service facilities, few of whom really care enough about the vehicles they service, to invest in and use the proper service tools. In addition to making it much easier to service your own vehicles, the Rover factory service tools can help free you from dependence upon Leyland and independent Rover service facilities and possibly save you a good deal of hard-earned money in the process, as well as provide you with a more thorough knowledge of your Rover and how it works. If you can read and understand your Rover workshop manual, you should, with the aid of the Rover factory service tools be quite capable of performing your own maintenance. This is an excellent opportunity for Land-Rover and Range Rover enthusiasts to band together and form a TOOL POOL. With a number of Rover Association members contributing towards the purchase price of factory service tools the cost per member would be quite reasonable. British Standard/Whitworth and American wrenches, sockets, ratchets, micrometers, torque wrenches, and just about anything else that is required in the way of hand tools for servicing Land-Rovers is available if required, even a Rover Repair Operation Times Manual with flat rate times for all repairs on Land-Rovers, Range Rovers and Rover 2000's and 3500's. For further details please write to: Rover Tools, 18151 Shook Lane, Yorba Linda, California, 92686. Will ship freight pre-paid anywhere in the lower 48 states.

Eugene W. Adams	167 Marlboro Street Boston, Mass. 02116	1972 Land-Rover 88
Rodney B. Agee	2022 S. Juniper Escondido, CA, 92025	1961 Rover 100
Dr. Claude Anderson	875 Estes Avenue San Antonio, TX, 78209	1968 Rover 2000TC, 1969 2000TC
Paul Arbuthnot	8962 SW Bohman Parkway Portland, OR, 97223	1949 Rover 75
Nicholas Arnett	208 Dewey Street Pittsburgh, PA, 15218	1967 Rover 2000TC
Hollis B. Austin	96 Prospect Street Holliston, MA, 01746	1970 Land-Rover 88
Thomas A. Austin	96 Prospect Street, Box 11 Holliston, MA, 01746	1967 Land-Rover 109
Alvin E. Babbitt	4841 G 113th Avenue Thornton, CO, 80233	1970 Rover 3500S, 1968 2000TC
Walter Banta	1566 W 158th Street Gardena, CA, 90247	1972 Land-Rover 88
Peter Barclay	27 Park Road, Selkirk Manitoba, Canada, R1A 0B4	1973 Land-Rover 88
James H Barnett	166 Cushing Street Providence, RI, 02906	1970 Rover 3500S, 1967 2000TC
David I Barrett	Suite 2-F, 430 W 24th Street New York, NY, 10011	1970 Rover 3500S
Norman F. Barry	2243 Geneva Terrace Chicago, IL, 60614	
Lorenzo W. Barton	541 Esperanza Ajo, AZ, 85321	1965 Rover 2000SC
Barry Beck	Cahill House, RD2 Benton, PA, 17816	1973 Land-Rover 88
Sidney Berlin	38 4th Avenue Nyack, NY, 10960	1970 Land-Rover 88
Arnold Betbeze	1305 Scout Road Hixon, TN, 37343	1965 Rover 2000SC
Ira Bigeleisen	59 Pleasant Street Cambridge, MA, 02146	1969 Rover 2000TC
Stanley Bleeker	2405 E 63rd Street Brooklyn, NY, 11234	1971 Land-Rover 88
Edwin D. Bloodworth	3019 Oxford Drive Durham, NC, 27707	1970 Land-Rover 109 Carawagon
Eugene W Boehne, Jr.	141 W Canton Street Boston, MA, 02118	1964 Land-Rover 109 Pickup
Anthony J Bonanno	PO Box 342 Springdale, UT, 84767	1971 Land-Rover 88
Nate Borodinsky	517 Central Avenue Newark, NJ, 07107	1968 Rover 2000TC
Chris Boulsbee	322 18th Avenue Two Mountains, Port Quebec, Canada	1970 Land-Rover 88
Richard Boylan	96 Park Terrace West New York, NY, 10034	1967 Rover 2000TC
Timothy Braithwaite	212 Bord Park Drive Pittsburgh, PA, 15228	1972 Land-Rover 88
Bill Brennan	Box 15, 10 Applegreen Drive Old Westbury, NY, 11568	
Col. Russell Broner	3450 Downing Street Englewood, FL, 33533	1967 Rover 2000TC, 1969 2000TC
Frank C. Brooks, Jr.	79 Pelksland Road Greenwich, CT, 06830	1966 Land-Rover 88
George L. Brown	8297 Delhi Road Charleston, SC, 29405	1971 Rover 2000TC, 1970 3500S
T. Donald Brown	2538 Savannah Highway Charleston, SC, 29407	1965 Rover 3-litre

Terry & Debbie Brown	6112 12th Street East Bradenton, FL, 33507	1963 Land-Rover 88
John Ray Burton, Jr.	7605-B Wistar Village Drive Richmond, VA, 23228	1964 Land-Rover 109
Claude Bylinks	4048 New York Ave, Apt. 1704 Fair Oaks, CA, 95628	1969 Land-Rover 88
George G. Cain	4427 Pepperwood Avenue Long Beach, CA, 90808	1970 Rover 3500S
Roderick T. Campbell	110 Talcott Court Bolingbrook, RFD4, Lemont, IL, 60439	1974 Land-Rover 88
H. Don Caldwell, Jr.	2736 County Line Road Sarasota, FL, 33580	1970 Land-Rover 88
Michael Alan Cane	Box 1351, INUVIK Northwest Territories, Canada, X0E-0T0	1962 Land-Rover 109
J. Burchfield Cartwright	7 Elysian Way East Liverpool, OH, 43920	1968 Rover 2000TC
Charles L Castro, Jr.	3216 Royalton Court Pleasanton, CA, 94566	1970 Rover 3500S
Phil Castro	1125 Alrita Court Madison, WI, 53713	Four Rover 2000's
Richard Cendak	83 Ledyard Street San Francisco, CA, 94124	1962 Land-Rover 109
Tim Cheadle	12660 SW Evergreen Street Beaverton OR, 97005	1962 Land-Rover 109
William M Chick	1594 Dayton Yellow Springs Rd Xenia, OH, 45385	1966 Rover 2000TC
John Norris Childs III	7203 Lanark Court Baltimore, MD, 21212	1965 Land-Rover 109
Ogbonna Chinwah	5619 Sherbourne Drive Los Angeles, CA, 90056	1961 Rover 100
Michael Clarke	39 Gold Street Stonington, CT, 06378	
John Crittenden	269 Victoria Avenue E Stroud, Ontario, Canada, L0L 2M0	1970 Land-Rover 88
P.J. Cull	920 Koloa Merrit Island, FL, 32952	1974 Land-Rover 109 Diesel
William E. Daley	1148 S 18th East Salt Lake City, UT, 84108	1967 Land-Rover 88
Robert Danko	Newberne WV, 26409	1963 Land-Rover 88
Robert A. Deardorff	7017 Ma Gill Wichita, KN, 67206	1972 Land-Rover 88
Pat De Esposito	274 Brighton Avenue East Orange, NJ, 07107	1960 Rover 100
George B. De Gennaro	7204 Martins Court Lanham, MD, 20801	1969 Rover 2000TC
Creighton Dennis	729 Madrona Wk #B Goletta, CA, 93017	1973 Land-Rover 88
Art Detrich	2127 N. Sedgwick Street Chicago, IL, 60614	1967 Land-Rover 109
C.X. Diep	34½ Meeting Street Charleston, SC, 29401	1971 Rover 2000TC
Roger Diggle	206 N. Harvey Street Urbana, IL, 61801	1968 Rover 2000TC
John C. Dillingham	1540 Balsam Street Charleston, SC, 29407	1969 @000TC, 1970 3500S
Joseph M Dolan	711 N Harrisburg Avene Atlantic City, NJ, 08401	1961 Land-Rover 109
Thomas Dorian	PO Box 3641 Eugene, OR, 97403	1973 Land-Rover 88
Verl D Dotson	3144 Blue Mountain Way Colorado Springs, CO, 80906	1970 Rover 3500S, 1969 2000TC

Bruce B Dressell	Box 209, Route 1 Ashland, VA, 23005	
Mary & Roy Dunn	River Road N. Edgecomb, ME, 04556	1971 Land-Rover 88
Elliot Dwick	75 Runyan Avenue Deal, NJ, 07723	1970 Rover 3500S
Brian Dyer	PO Box 64, Bedford Nova Scotia, Canada	Numerous Rovers & Land-Rovers
James Easterday	RR#1, Kispiox Road, Azelton British Columbia, Canada	1963 Land-Rover 109, 1961 88
Paul Eisman	7927 Quint San Antonio, TX, 78227	1970 Rover 3500S
Ronald Engleman	42-22 Ketcham Street Elmhurst, NY, 11373	1970 Rover 3500S
David Evans	4 Wildwood Terrace Winchester, MA, 01890	1951 Land-Rover
Jerry Faken	4545 5th Avenue NE Seattle, WA, 98105	1965 Land-Rover 88, 1967 109
Ward Faulkner	Rt. 1, Box 361 Center Point, TX, 78010	1968 and 1969 Rover 2000TC's
Sylvester Felty	PO Box 493 Fort Montgomery, NY, 10922	1967 Rover 2000TC
John W Finken	3500 Fernwood Avenue Los Angeles, CA, 90039	1969 Rover 2000SC
Avery Fisher	1185 Park Avenue New York, NY, 10028	1967 Rover 3-litre Mark III
Brian T Fitzgerald	1200 Woodside Drive Apt C-4 Ketchikan, Alaska, 99901	1967 Land-Rover 88
James G. Flynn	PO Box 578 Cranford, TX, 76638	1962 Land-Rover 109
Mark Fontanella	Box 741 N. Grosvenoro, CT, 06265	Land-Rover
Robert L Ford	Rte 10, Box 327 Harrisburg, VA, 22801	1973 Land-Rover 88
Chas/Stephanie Fuller	3302 Pemberton Avenue Richmond, VA, 23221	1964 Land-Rover 88 Diesel
Thomas Gallucci	113 Fern Street Naugatuck, CT, 06770	1973 Land-Rover 88
Charles Gifford	204 Millington Drive Apt. 1 Hartland, WI, 53029	1967 Land-Rover 88
Jerome E. Gilles	2555-D W 235th Street Torrence, CA, 90505	1973 Land-Rover 88
Steven H. Gillum	PO Box 3256 Lubbock, TX, 79412	1973 Land-Rover 88
Andrew Goldfine	120 Aspen Lane Duluth, MN, 55803	1973 Land-Rover 88
Damasco Gomez	90 Edwards Street Quincy, MA, 02169	1968 Rover 2000TC
David N. Goodson	Rt. 1, Box 83D Roy, WA, 98580	1967 Land-Rover 109
Earle G. Goodwin, Jr.	204 Jersey Avenue Spring Lake, NJ, 07762	1967 Rover 2000TC
Alice S. Gray	15 Woodland Hills Tucaloosa, AL, 35401	1970 Rover 3500S
P.A. Grayce	528 Whitehall Road Norristown, PA, 19401	1974 Land-Rover 88
John P. Green	9614 Berryville Drive San Antonio, TX, 78245	1967 Land-Rover 109
James N. Habor	435 10th Avenue SE Rochester, MN, 55901	1973 Land-Rover 88
Stephen J. Gaseau	Box 75 Ithica, NY, 14850	1967 Land-Rover 109 Dormobile

James F. Gast	276 Kelton Avenue San Carlos, CA, 94070	1963 Land-Rover 109
Matthew Greenwood	7101 Point of Rocks Circle Sarasota, FL, 33581	Land-Rover
Lawton D. Gresham	2000 Dollwood Drive Greensboro, NC, 27408	1967 Rover 3-litre Mark III
Alexander P Erice IV	420 W Bute Street Norfolk, VA, 23510	1972 Land-Rover 88
Emil C. Grohman	21430 Ontago Farmington, MI, 48024	1969 Land-Rover 88
Greg Gruse	Rt 1, Box 357 Swedesboro, NJ, 08085	1974 Land- Rover 88
Victor Guarino	71 Payson Avenue New York, NY, 10034	Land-Rover
Alfred R. Haas	2026 Pinto Lane Las Vegas, NV, 89106	1960 Land-Rover 88
Mark Halpern	3800 El Centro Palo Alto, CA, 94306	1967 Rover 2000TC 1965 Land-Rover 109
WK Hammond	3400 Rhonda Valley, Unit 26 Mississauga, Ontario, Canada	1957 Land-Rover 88
John E. Hanna	1580 So Monroe Street Denver, CO, 80210	1958 Land-Rover 88
Sonny Hansen	PO Box 2323 Paterson, NJ, 07509	1972 Land-Rover 88
Cdr. TJ Harper, USN	COMNAVSOUTH, Box 168 FPO, NY, 09524	1961 Rover 3-litre
Dwight A Hartman	6922 Preston Fall City Rd SE Issagrah, WA, 98027	1961 Land-Rover 109, 1965 109
Dermot Harvey	17 Church Street Garnerville, NY, 10923	1966 Rover 2000TC
Winston S Harvey	4 Franklin Road Bedford, MA, 01730	1966 Land-Rover 109
Susan & Terry Hawker	1278 First Street Simi Valley, CA, 93065	1972 Lnad-Rover 88
Joseph Hayden	1113 Sheppard Road Burkburnett, TX, 76354	1965 Land-Rover 88
Keiller Haynie, Jr.	3601 Sunset Farmington, NM, 87401	1967 Land-Rover 88
Phil Hedley	26565 Mazur Drive Palos Verdes, CA, 90274	1969 Rover 2000TC
Grant E Hegrans	PO Box 60875 Oklahoma City, OK, 73106	1970 Rover 2000TC
Roy B Henderson	2632 Guilford Avenue Baltimore, MD, 21218	1967 Land-Rover 109
C. Henningsen	3411 E. Van Buren Phoenix, AZ, 85008	Land-Rover
John & Lois Henricks	615 No 14th Avenue Melrose Park, IL, 60160	1964 Land-Rover 109
J. Thomas Henry	730 Gilpin Street Denver, CO, 80218	1969 Rover 2000TE
Woody Hering	425 Hedwig Houston, TX, 77024	1970 Rover 3500S
Donald Lynn Hickman	432 Palmary El Paso, TX, 79912	1967 Land-Rover 109
Larry Higby	Box 20, PoPo Agie Rte Lander, WY, 82520	1966 Land-Rover 88 Diesel
Stephen M Hill	2645 Church Lane San Pablo, CA, 95822	1973 Land-Rover 88
WK Hilliard	119 Abbot Drive Mountain Home, ID, 83647	1967 Land-Rover 109 Dormobile 1956 86, 1959 109
Mark V. Hillman	12718 4th NW Seattle, WA, 98177	1966 Land-Rover 88

Willard Hodges	721 Winfield San Antonio, TX, 78239	1969 & 1970 Rover 2000TC's
George M.V. Hook, Jr.	47 Fletcher Road Belmont, MA, 02178	
W. Hosford	4833 Wooldridge Road Corpus Christi, TX, 78413	1969 Rover 2000TC
Phillip E. Hunter	RFD 2, Box 20 W. Brattleboro, VT, 05301	1974 Land-Rover 88
Wm Post Hubert	22 Hills Road Ballston Lake, NY, 12019	Numerous Land-Rovers
Chas/Brenda Jackson	102 Persimmon San Antonio, TX, 78213	1969 & 1970 Rover 2000TC's
Jeffrey Jackson	137 E Mulberry San Antonio, TX, 78212	1970 Rover 3500S
Rick Jenkins	6235 Camino Mansano Anaheim, CA, 92807	1972 Land-Rover 88
Jamie Jenny	Box 5751 Steamboat Village Steamboat Springs, CO, 80499	1969 & 1971 Land-Rover 88's
Robert Johnson	5412 Peppertree Parkway Austin, TX, 78744	1970 Rover 2000TC
Reginald S Johnson	30 Fifth Avenue New York, NY, 10011	1969 Rover 2000TC
B.T. Jones	42 Durham Street Lake Oswego, OR, 97034	1973 Land-Rover 88
Robert P. Jones	2249 E Hawthorne Tucson, AZ, 85719	1966 Land-Rover 88
Ron Jones	204 Dinn Drive San Antonio, TX, 78218	Countless Rovers
Edward Judge Jr	73 Bridge Street #10 Northampton, MA, 01060	1971 Land-Rover 88
Michael Kamoff	9 Tinity Drive Ottawa, Ontario, Canada, K2H 6H3	1971 Rover 3500S, 1964 3-litre
A.A. Kamishlian	1338A Dana Avenue Kittery, ME, 03904	1972 Land-Rover 88
Paul D. Kane	412 West End Avenue New York, NY, 10024	1972 Land-Rover 88
C. Brian Kapalin	167 Oakland Road Maplewood, New Jersey, 07040	Numerous Rovers
Herman A. Karl	655 Woodland Avenue Menlo Park, CA, 94025	1969 Land-Rover 88
Dr. A.A. Karpinski	511 National Bank Building Auburn, NY, 13021	1966 Land-Rover 109
John W. Keienburg	PO Box 1312 College Station, TX, 77840	1965 & 1968 Land-Rover 88's
Robert N. Kennedy	PO Box 1616 Maryville, TN, 37801	1967 Rover 2000SC
John F. Kenney	2515 N. Atlantic Spokane, WA, 99205	1972 Land-Rover 88
Steve Kershner	408 Kellers Church Road Oltsville, PA, 18942	1964 Land-Rover 109
Bruce Steven Kessler	15 Tower Drive Maplewood, NJ, 07040	1972 Land-Rover 88
Capt. John Kiland	PO Box 1625 Litchfield Park, AZ, 85340	
Joseph E Kinnebrew IV	13300 Beckwith Drive NE Lowell, MI, 49331	
John Kirk	31-45 102nd Street E. Elmhurst, NY, 11369	1966 Land-Rover 109
Dr. Gordon Kirkpatrick	15631 SE Fairwood Blvd. Renton, WA, 98055	1970 Land-Rover 88
Charles Klein	525 Pine Street Bethlehem, PA, 18018	1974 Land-Rover 88

Wolfgang Klien	3219 E Earll Drive #8 Phoenix, AZ, 85018	1962 Land-Rover 88
Kenneth E. Kruchemeyer	12 Holyoke Street Boston, MA, 02116	1966 Land-Rover 109
Fred E. Kusterer	Box 276, Rte. 1 Titusville, FL, 32780	1967 Land-Rover 88 Diesel
Norman Law	1008 Beach Blvd. Hamilton, Ontario, Canada, L8H 6Z4	1961 Land-Rover 109, 1964 88
Christopher S. Laws	52 Gedney Street Nyack, NY, 10960	1964 Land-Rover 88
Glen G. Larsen	300 Ware Street Mansfield, MA, 02048	1972 Land-Rover 88
John E. Lee	5122 Borchester Road Richmond, VA, 23225	1969 Rover 2000TC 1966 Land-Rover 109
TH Leist	1809 E Johnson Road Shelby, MI, 49455	1969 Land-Rover 88
Edward Lemanski	PO Box 505 Bronx, NY, 10471	1967 & 1968 Rover 2000YC's
James J Leons	Star Rte 1, Box 2200 Clearwater, WA, 98399	1971 Land-Rover 88
Daniel M Less	22848 Schafer Drive Mt. Clemens, MI, 48043	1966 Land-Rover 109
Michael Leverland	PO Box 240, LAIR Presidio of San Francisco, CA, 94129	1962 Land-Rover 109
David M Lewis, DDS	3030 Hewitt Avenue Silver Springs, MD, 20906	1974 Land-Rover 88
Norman F. Lewis, Jr.	6486 So Kipling Court Littleton, CO, 80123	1957 & 1965 Land-Rover 88's
J. Birney Linn	PO Box 337 Monticello, FL, 32344	1969 Rover 2000TC
Cdr. Harry Lineback	666 Gilbert Place Chula Vista, CA, 92011	1971 Land-Rover 88
John Lissol	44775 Gordon Lane Mendocino, CA, 95460	Numerous Land-Rovers
Capt. Patrick Longan	318 Stanton Road New Llano, CA, 71461	Numerous Rovers
Dr. Desmond Longford	919 South Church Street Smithfield, VA, 23430	1965 Rover 2000SC
George Loreda	4518 Tallulah San Antonio, TX, 78218	1970 Rover 3500S
Rod McConnell	Box 144 Brehin, Ontario, Canada LOK 1B0	1965 Land-Rover 88
Robert W. McCoy	549 Turnpike Road Golden Valley, MI, 55416	1967 Rover 2000TC
Sharpe McCullough, Jr.	113 Tuttle San Antonio, TX, 78209	1959 Land-Rover 109
W. Richard McCutchan	761 Crooked Creek Road Hendersonville, NC, 28739	1967 Rover 2000TC
Henry McKee	1104 B 20th Street Santa Monica, CA, 90403	1971 Land-Rover 88
Michael McKeegan	106 Lincoln Street Eugene, OR, 97401	1973 Land-Rover 88
Cdr. BF McMahan	1522 44th Street NW Washington, D.C., 20007	1966 Land-Rover 109, 1973 88
Cyrus C McNutt, MD	8639 Lancaster Road Indianapolis, IND, 46260	1966 Land-Rover 109, 1974 88
Dennis L. McQuerry	2607 Pilot Knob Drive Santa Clara, CA, 95051	1965 Land-Rover 88
Bráan MacKid	Erie Street North Selkirk, Ontario, Canada, NOA 1P0	1971 Land-Rover 88
RB Maguire	588 Tremblay Avenue Winnipeg, Manitoba, Canada, R2J 0N8	

Mark Maloziec	4700 Clark Road Ypsilanti, MI, 48197	1973 Land-Rover 88
Milford Manley	PO Box 2 Robson, WV, 25173	1966 Land-Rover 109
Reginald Manwell	Hoag Lane Fayetteville, NY, 13066	1964 Rover 110, 1968 2000TC
George E. Matas	139 Moorhead Road Sarver, PA, 16055	Land-Rover Diesel Pickup
Mr/Mrs Howard Maxwell	4055 E Powell Valley Road Gresham, OR, 97030	1966 Rover 2000TC
Dennis Medford	PO Box 172 Nesbitt, Miss, 38651	1969 Land-Rover 88
James Meek	1006 West Bridge New Braunfels, TX, 78130	1970 Rover 3500S
Walter Meissner	1658 Alton Street Aurora, CO, 80010	1972 Land-Rover 88
Hal Meredith	Iron Masters Hotel, Rtes. 44 & 41 Lakeville, CT, 06039	Land-Rover
Steve A. Messer	5104 Purtian Road Tampa, FL, 33617	1972 Land-Rover 88
Gerard Metzger	303 Oak Valley Drive San Antonio, TX, 78227	1970 Rover 2000SC
JF Metzger	11620 Buena Vista Drive Los Altos Hills, CA, 94022	Numerous Rovers & Land-Rovers
Harry Michael	2107 West 10th Austin, TX, 78703	1970 Rover 3500S
Rob Millberry	900 First Street Woodland, CA, 95695	
Ctac. William Miller	NAVSECGRUACTY, Box 5595 APO San Francisco, CA, 96519	1970 Rover 3500S
John Milligan	6373A Maxwell Avenue Halifax, Nova Scotia, Canada	1974 Land-Rover 88
Jack D. Minch	9425 SW 80th Avenue Miami, FL, 33156	1967 Rover 2000TC
J. Marshall Moore	3344-A Circle Brook Drive SW Roanoke, VA, 24014	1968 Rover 2000TC
Jacques Morency	1101 Belmont, Sillery Port Quebec, Canada G1S 3V6	1973 Land-Rover 88
Dail W. Mortimer	850 Grove Street Denver, CO, 80204	1967 Rover 2000TC, 1970 3500S
Patrick Mulloy	Rt. 2, Box 152 #14 Laramie, WY, 82070	
William J Murphey, Jr	234 North Elm Street W. Bridgewater, MA, 02379	1967 Rover 2000TC
Nicholas F. Muska	2215 Scottwood Toledo, OH, 43620	1968 Rover 2000TC
Peter Neely	735 Illinois Lawrence, KN, 66044	
Tom Newsom	240 Bushnell San Antonio, TX, 78212	1967 Rover 2000TC
Martin G. O'Brien	282 Piermont Avenue South Nyack, NY, 10960	1970 Rover 3500S
Ken Ockfen	2632- 68th Avenue E Graham, WA, 98338	
Richard Officer	Box 21572 Bergstrom AFB, TX, 78743	1972 Land-Rover 88
Robert Osterman	65-28 Jay Avenue Maspeth, NY, 11378	1967 Land-Rover 109, 1969 88
John H. Oswald	6 Colonial Drive Convent Station, NJ, 07961	1969 Land-Rover 88
Raymond F Ouellette	568 Canyon Road, Apt. #5 Logan, UT, 84321	1973 Land-Rover 88

James W. Oxton	5319 234th Street, RR 7 Langley, British Columbia, Canada V3A 4R1	1966 Land-Rover 88
Mr/Mrs Lester Palangi	17 Craig Drive Deptford, NJ, 08046	1974 Land-Rover 88
Jim Pappas	85 Mann Hill Road No Scitvate, MA, 02060	1967 Land-Rover 88
Gary W. Passmore	PO Box 774 Grand Coulee, WA, 99133	1973 Land-Rover 88
Hugh K. Penney	54A Penobscot Street Orono, ME, 04473	1973 Land-Rover 88
Frank Pescherine	4511 W Paradise Lane Glendale, AZ, 85306	1963 & 1967 Land-Rover 88's
Jan C. Peterson	8408 Richville Drive Forestville, MD, 20028	1952 Rover 75, 1961 100
Joseph Peterson, Jr.	721 Roselle Street Linden, NJ, 07036	1970 Rover 3500S
James W. Pilcher, Jr.	1628 Rio Vista Drive Dalton, GA, 30720	1973 Land-Rover 88
W. James Pile	RD # 6 Oswego, NY, 13126	1967 Rover 2000TC
Mark Pitcher	PO Box 1234 Basalt, CO, 81621	1967 Land-Rover 109
Mr/Mrs Calvin Pixley	43 Moulton Street Springfield, MA, 01118	Various Land-Rovers
David J Place	219 Colceugh Avenue, Selkirk Manitoba, Canada, R1A 0A4	1962 Land-Rover 88
Mark Pliskin, MD	Monroe County General Hospital E Stroudsburg, PA, 18301	1972 Land-Rover 88
William E Polska	15 Winona Way No Weymouth, MA, 02191	1968 Rover 2000TC
Allan/Marjorie Powell	6 Driftway Chatham, NJ, 07928	1970 Rover 3500S
Milton H Raffle	3224 W. Charter Oak Road Phoenix, AZ, 85029	1963 Land-Rover 109
Eric V Ramsing	2637 Boylston Avenue E Seattle, WA, 98702	1951 Land-Rover 86
Jeffry H Richardson	30 Spruce Street No Andover, MA, 01845	1969 Rover 2000SC
Michael Rogsby	1144 Washington #2 Oak Park, IL, 60302	1972 Land-Rover 88
Charles E Ritts III	107 Millis Avenue Bradock, PA, 15104	1963 Land-Rover 88, 1967 109
Carl L Roberts	508 Iris Drive Security, CO, 80911	Rover 2000TC
James B. Russell	6027 40th NE Seattle, WA, 98115	1966 Land-Rover 88
Wayne L Russell, Jr.	21720 Beverly Street Matoaca, VA, 23803	1972 Land-Rover 88
RP Saldamando	16518 Wilton Place Gardena, CA, 90247	
David B. Sampson	8638 W. Berwyn Chicago, IL, 60656	1969 Land-Rover 88
Luigi Saporito	20 Jersey Street Bloomfield, NJ	1970 Rover 3500S
George R. Sawin	Rt 1, Box 1194 Seattle, WA, 98382	1967 Rover 2000TC
Harlan F. Sawyer	Rt 1, Bee Tree Road, Box 346 Swannanoa, NC, 28778	1970 Land-Rover 88
Larry Scavone	3130 Manila San Antonio, TX, 78217	1968 Rover 2000TC
Benjamin Hall Schapiro	11 Copper Tree Lane Babylon, NY, 11702	1965 Land-Rover 109

Dick/Marty Schlink	315 Elmwood Drive Colorado Springs, CO, 80907	1967 & 1963 Land-Rover 88's
Jim Sewell	9008 Cedar Trail West San Antonio, TX, 78217	1970 Rover 3500S
Phillip B Shepard, MD	Box 188 Pembroke, VA, 24136	1972 Land-Rover 88
Edwin L Sherrill III	789 Hither Lane East Hampton, NY, 11937	1973 Land-Rover 88
Robert M. Shevchik	143 W South Hills Avenue State College, PA, 16801	1972 Land-Rover 88
Donald A. Sick	23 County Road Westford, MA, 01886	1969 Land-Rover 88
James Simonds	Star Route, Barnes Road Stratford, NY, 13470	1972 Land-Rover 88
Dan R. Simons	524 S. Cashua Drive Florence, SC, 29501	1974 Land-Rover 88
Jack Sloanaker	65 Bow Road Belmont, MA, 02178	1967 Land-Rover 109
Bill Slunt	Box 5959, Stn. A, Calgar, Alta Canada T2H 1Y4	1969 Land-Rover 88
James S. Smith	8 Old Coach Road Basking Ridge, NJ, 07920	1970 Land-Rover 88
Michael Smith	PO Box 8163 Ketchikan, Alaska, 99901	1973 Land-Rover 88
Robert Smith	Old Forbes Road Laughlintown, PA, 15655	1962 Rover 3 litre
Robert J Smith	1511 No Silvery Lane Dearborn, MI, 48128	1973 Land-Rover 88
Dr. Vance Smith	131 Chaves Avenue San Francisco, CA, 94127	1965 Land-Rover 109
William K Smith	6137 W 65th Avenue Arvada, CO, 80003	1967 Land-Rover 88
Albin J Smollin	Albion Road, RD4 Lincoln, RI, 02865	1970 Rover 3500S
Dwaine E. Spann	Rt. 2, Box 376-S Sarasota, FL, 33577	1972 & 1973 Land-Rover 88's
Sebastian Spataro	2581 E 19th Street Brooklyn, NY, 11235	1957 Rover 105S
Fred Spencer	311 Northridge San Antonio, TX, 78209	1965 Rover 2000SC, 1970 3500S
Hope Spencer	311 Northridge San Antonio, TX, 78209	1970 Rover 3500S
Dennis Staffne	125 Chippewa Drive, Apt. #5 Negaunee, MI, 49866	1973 Land-Rover 88
Star Contracting Co	17 Shepton Street Dorchester, MA, 02124	1968, 1969, 1970 Rover 2000TC's
Terry Stinson	PO Box 456 Port Aransas, TX, 78373	1973 Land-Rover 88
J. Clarence Stoekler	1720 New York Avenue Union City, NJ, 07087	1965 Rover 2000SC
Gerald W. Stone, Jr.	Univ. of NC, UNCC Station Charlotte, NC, 28223	1965 & 1963 Land-Rover 109's
Ira Strauss	PO Box 115 Schooleys Mountain, NJ, 07870	1973 Land-Rover 88
William B Sturtevant	RD 1 St. Thomas, PA, 17252	1966 & 1972 Land-Rover 88's
Jack Earl Sullivan	550 NE Territorial Road Canby, OR, 97013	1966 Rover 3 litre, 1967 2000
Roger H Sweet	8 Farm Road Weston, MA, 02193	1963 Land-Rover 88 Numerous Land-Rovers
ME Sykes, Jr.	Rt. 1, Box 129A Wake Forest, NC, 27587	1965 Land-Rover 109

Malcom Tarkington	424 E Clinton Huntsville, AL, 35801	1970 Rover 3500S
Daniel J. Taylor	Box 643 Cascade Road, New Canaan, CT, 06840	1966 Rover 2000TC
Peter Tester	129 Pointe Claire Avenue Pointe Claire, Quebec, Canada H9S 4M7	1974 Land-Rover 88
Ernest Thompson	1221 Parker Place #1 San Diego, CA, 92109	1972 Land-Rover 88
Ian Thompson	1435 Seiger Drive Springfield, MO, 65804	1965 Rover 2000SC, 1969 2000TC
Ernie Thor	260 Castleton Way San Bruno, CA, 94066	1970 Rover 3500S 1964 Land-Rover 88
Peter Thomson	2425 Grenallen Drive, Burlington Ontario, Canada L7B 1W1	1970 Land-Rover 88 Diesel
Glyn Thorman	Trollhaugen Road Dresser, WI, 54009	1967 Land-Rover 88
Douglas Thorsjo	Bessey Ridge Road Albion, ME, 04910	Numerous Land-Rovers
Richard Tins	1503 Ridgecrest Austin, TX, 78746	1969 Rover 2000TC
Robert S. Tobin	343 E 30th Street New York, NY, 10016	Land-Rover
Anthony Toart III	Box 32317 Washington, DC, 20007	1973 Land-Rover 88
David D. Traynham	2202 N Dale Street #9 St Paul, MN, 55113	1972 Land-Rover 88
Stephen J Tricano	15 Norwood Place Norwood, NJ, 07648	1969 Rover 2000TC
James E Trogdon	PO Box 1525 Placerville, CA, 95667	Numerous Land-Rovers
Dave Turner	210 Bergstrom Court Lackland AFB, TX, 78236	1969 Rover 2000TC
Doug Turner	RR#2, Uxbridge Ontario, Canada, L0C1K0	1971 Land-Rover 88
Richard Turner	1104 W Glendale Phoenix, AZ, 85021	1972 Land-Rover 88
David Turnoff	1200 Springdale Road Placerville, CA, 95667	Land-Rover
JF Valdez	1401 Wilshire San Antonio, TX, 78209	1969 Rover 2000TC
Aart Van der Starr	656 Chemin Street Henry, Ste Marthe Vaudreuil County, Quebec, Canada, J0P 2W0	
Katherine P Van Norden	505 Wakefield Drive Metuchin, NJ, 08840	1973 Land-Rover 88
John H Van Vleck	989 Memorial Drive Cambridge, MA, 02138	1967 Rover 3-litre
Raivo Vest	RD 1, Box 279 R Centre Hall, PA, 16828	1966 Land-Rover 88
Dr. William J Wallace	San Diego State University San Diego, CA, 92182	1967 Land-Rover 109
Per O. Walthinsen	2926 NE 58th Avenue Portland, OR, 97213	1953 Rover '75, 1970 3500S
Daniel A Wasmund	Rt. 1, Box 41A Hoxley, IO, 50129	1966 Land-Rover 109 diesel
King Waters	3603 Dumbarton Houston, TX, 77025	1973 Land-Rover 88
Ronald Watt	127 Pointe Claire Avenue Pointe Claire, Quebec, Canada H9S 4M7	1970 Rover 2000TC
Waldon R Weber	Box 1748 Litchfield Park, AZ, 85340	1969 Land-Rover 88
Lt. Lawrence M Weed	4249 31st Street North Arlington, VA, 22201	1973 Land-Rover 88

Gerald M Weil	PO Box 262 Union City, NJ, 07087	1970 Rover 3500S
Joseph Weissbart	1401 Holt Avenue Los Altos, CA, 94022	1969 Rover 2000TC
Stephen Weston	1903 Herbert Avenue Salt Lake City, UT, 84108	1969 Land-Rover 88
James M Whitcomb	1908 Curie Drive Seyern, MD, 21144	1962 Land-Rover 88
Earl L Whitmore	715 Creghan Avenue Swarthmore, PA, 19081	1973 Land-Rover 88
George D. Whitmore	222 Lytton Avenue Pittsburgh, PA, 15213	1968 Rover 2000SC, 1970 3500S
Richard Wilkinson, Jr.	Down the Lane Farm, PO Box 156 Poolesville, MD, 20837	1972 Land-Rover 109
JA Williams	PO Box 67 Wan Wyck, SC, 29744	1967 Rover 2000TC
John Williams	5000 Reservoir Road Geneseo, NY, 14454	1962 Land-Rover 88
Alan H Willis	188 Winthrop Street Taunton, MA, 02780	1967 Land-Rover 109
David F Wilson	117 Dexter Avenue #3 Watertown, MA, 02172	1964 Land-Rover 88
Prentiss Willson	Chi Mal Popoca, 178 Guadalajara 5, Jalisco, Mexico	1968 Rover 2000TC
James G. Wolf	3624 Essex Circuit Norfolk, VA, 23513	1966 Land-Rover 109
Connie/Jon Wood	315 Nottingham San Antonio, TX, 78209	1969 Rover 2000TC
Phil S Work	PO Box 173 Ashburn, VA, 22011	Land-Rover
Paul A. Wright	619 E Spring Street Whitehall, MI, 49461	1974 Land-Rover 88
Thomas Yokubinas	65 Kerin Drive New Britain, CT, 06053	1974 Land-Rover 88
A.L. Zeller	4222 Darlington Court Palo Alto, CA, 94306	1966 Rover 3-litre Mark III
Michael Zimmerman	24 Carriage Drive Chelmsford, MA, 01824	Numerous Land-Rovers
Bill Ziegenbein	246 Dennison Ballwin, MO, 63011	1965 Land-Rover 88
Kendall Wilson Jr	Rt 1, Box 209 Ashland, VA, 23005	Rover

