

Rover Car Club Of Otago Tribune

Jan / Feb 2008



**THE OFFICIAL NEWSLETTER OF
THE ROVER CAR CLUB OF OTAGO**

Web Site: www.trccoo.freesevers.com

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2007 / 2008

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The Otago Rover Tribune is published by the Rover Car Club of Otago.

The views or opinions expressed by individuals are not necessarily those of the Club or Editor.

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Rover Car Club of Otago.

Suggested & Organised Events 2008

March 08

Sunday the 2nd of March-Sunday the 8th of March. NZ Classic Car Rally, Cromwell.

Wednesday the 5th of March. Monthly meeting University Staff Club

Sunday the 9th of March. Best of British at Livingstonia Park

Sunday the 16th of March. Meet at Archway Motels, Wanaka for trip up West Coast.

Friday the 21st of March-Monday the 24th. ARCC National Rally, Nelson

Saturday the 23rd of February. Taieri Wings & Wheels Taieri Aero Club, 10am-4 pm.

Friday the 21st of March-Sunday the 23rd of March. Ranfurly Rural Art Deco Weekend

April 08

Wednesday the 2nd of April. Monthly meeting University Staff Club

May 08

Wednesday the 1st of May. Monthly meeting University Staff Club

June 08

Wednesday the 4th of June. Monthly meeting University Staff Club

Monthly meetings 1st Wednesday each month.
University Staff Club 7.00pm.
Drinks & Natter

The LAWS OF ROVER

RESTORATION

1. At least one nut holding any given part to the vehicle will prove impossible to get at for anyone other than a double-jointed octopus.
2. The head of the only bolt on a given part, which decides to 'turn around', will be impossible to get a spanner to.
3. The hardest-to-get-at bolts will be the rusty ones.
4. Each nut or washer dropped will fall into a crevice where fingers cannot reach.
5. The next tool you urgently require will either be temporarily lost or on loan to another Rover owner.
6. The disassembly process will be liberally interspersed with the thought "yes, I'll easily remember where this goes, thus I won't bother to put it into a labelled bag" - you will weep at your incredible stupidity six months later.
7. The next part required for re-assembly will certainly be the hardest to find, and your search will be interspersed with the statement "I saw that b.... y thing only yesterday".
8. When you find it, it will be in the most obviously carefully selected place, which suited that part at the time of disassembly.
9. The description of the part on the piece of paper in the plastic bag will be lucid but amazingly vague, and you will not believe you could write such drivel.
10. The part which you break or lose completely, will be the only part now unavailable as it is the same part that all other Rover owners have either broken or lost.
11. There will be several essential parts left over which will be glaringly obvious when they are accidentally found, and it will require massive disassembly of already assembled parts to put them back.
12. Although the original vehicle was complete in every detail you will need to scrounge an incredible number of miscellaneous parts off the spares vehicle you are wrecking, because you will not find the original parts (which were better anyway) until it is too late.

FROM THE EDITOR...

Part Four

On pages 10 to 13 is the fourth instalment of "The History Of The Rover Car Company" released by British Leyland in the 1970s.

P4 110 Parts

The Club has had a letter from Invercargill about a P4 110 suitable for a parts car.

Motor turns over but not running, Bright ware seems OK, and panels all quite straight.

Some good wheel trims, bumpers good, interior stuffed.

Contact Invercargill Rover Club member, Nev Dewson on (03) 2172 953 for more info, or ring the owner direct, Darryl Butson (027) 2189 321

The Mechanic

A mechanic was removing cylinder heads from a car when he spotted a famous heart surgeon in his shop who was standing off to the side, waiting for the service manager to come take a look at his car. The Mechanic shouted across the garage, "Hello Doctor, please come over here for a minute." The famous surgeon, a bit surprised, walked over to the mechanic. The mechanic straightened up, wiped his hands on a rag and asked argumentatively. "So doctor, look at this, I also open hearts, take valves out, grind 'em, put in new parts, and when I finish this will work as a new one. So how come you get the big money, when you and me is doing basically the same work?"

The doctor leaned over and whispered to the mechanic "Try to do it when the engine is running.

Best Of British '08

The Best Of British Motoring Day will be held on the 9th of March. Leaving the Octagon 9am—11am wet or dry, travelling to Livingstonia Park Taieri Mouth.
Entry fee \$15 per car.
Special display of Ford cars.

ROVER CAR CLUB OF OTAGO

Minutes of meeting of members, University Staff Club, 7pm Wed 13th February 2008

PRESENT

Ross Allan, Walton Brown, Ian & Eleanore Clark, Lloyd Meikle, Ray Pilley, Alastair McInnes, Jan Smith, Norman Sparrow, Jeff Sparrow.

APOLOGIES

Roger Aburn, Reid Buchan, Bernie Halford.

CORRESPONDENCE

Club newsletters received from Christchurch, Nelson, Taranaki.

ARCC January Newsletter -- include in this newsletter

Toko A & P Society. Letter of appreciation for Club member's attendance at Annual Show

Bruce Lindsay re vehicles for sale (1956 Rover 90 x 2) – Norman to reply

NZ Post advising increased rental of Post Box \$135 (currently \$125) -- agreed

NZ Federation of Motoring Clubs Minutes of meeting 10/11/2007 -- noted

MEMBERSHIP

Resignation nil

Application for membership Lloyd Meikle of Brighton (1973 P5BS) -- approved

SUBSCRIPTIONS

Subscriptions paid to date Town 23, Country 25,

Subscriptions outstanding nil

TRIPS & OUTINGS

All British Day – Oamaru 23 February

Taieri Wings & Wheels - 23 February 10am to 4 pm Taieri Airport

Art Deco Weekend Ranfurly

NZ Classic Car Rally Cromwell - 2/8 March

Best of British Taieri Mouth - 9 March Leaving Octagon 9 to 11am

ARCC Rally Nelson - 21/24 March

GENERAL BUSINESS

Trophy for 50 years ownership of 1957 Rover 90. Ian & Eleanore thanked members for the trophy presented at the Toko A P Show, which had come as a complete surprise.

Post Office Box. The treasurer recommended moving the box from The Gardens, to South Dunedin - Agreed

Name Tags Name Tags be worn at all Club activities.

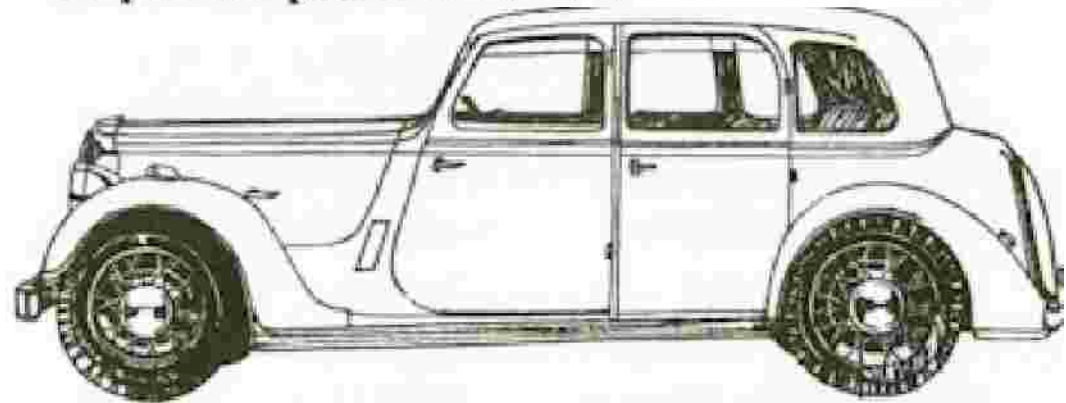
CLOSURE

The meeting closed at 8pm, followed by general discussion

asm 14/2/2008

when the engine had passed acceptance tests, an agreement was reached between the Air Ministry, Rolls Royce and the Company, that all work in connection with the project should be handed over to Rolls Royce and in return, Rover was to take over from Rolls Royce the manufacture and engineering of the Meteor tank engine.

With the end of the war in 1945, the Company had to carefully consider its future plans. The Coventry factory had been extensively damaged in the blitz of 1940/41 and the Company found itself several thousand feet short of the minimum space required for post-war production of cars.



1938 12 h.p. ROVER

craft, army webbing, vehicle bodies, aero engine test stands and various other items. The Company's total turnover during the war (excluding the shadow factories) was more than £20,000,000.

It was during the war too, in 1940, that the Air Ministry asked The Rover Company to assist in the development and production of the Whittle jet propulsion gas turbines, and Rovers played an important part in this work. The first Rover Whittle W2B engine, a W2 with design modifications and intended for production, was tested in October, 1941 and produced 1,000 lb. static thrust at 14,750 r.p.m. By December a Rover-built W2B had produced 1,400 lb. static thrust on test.

Design work undertaken by The Rover Company resulted in the B26 engine, basically a W2B with 'straight-through' combustion chambers instead of Power Jet's 'counter-flow' arrangements. Much could be written of Rover's part in the development of these engines but space does not permit. By December, 1942,

IGNITION.

February 2008.

Here's hoping you all had a marvellous Christmas and All the Very Best for the New Year.

I've travelled the West Coast trip and the accommodation and agenda were completed in time for our February meeting. The run was made in the 3500 P6B which ran like a dream until the return trip Westport to the Rangitata. The Coast to Coast athletes would have travelled faster I think. All fixed now, but that's another story.

We are now down to six cars with five couples and one family travelling at this time.

This month is a somewhat busy time especially the last two weekends, and of course March is the same. With the Wings & Wheels and Ranfurly Art Deco weekend 23/24th February our cars will be all over the place. No runs were organized as many members had made prior arrangements for the different activities.

No takers for the two P4 1956 Rover 90's in Queenstown. We have two parts cars for this model partly stripped and a P5 so I advised Queenstown accordingly.

The last of our Club clothing badges have been used, so if there are enough inquiries we will order more.

Have a safe and enjoyable Easter

Safe & Happy Roving.

Norman S.
President.

2008 Brighton Gala Day



1911 Veteran AC Sociable



1907 International Buoy Auto

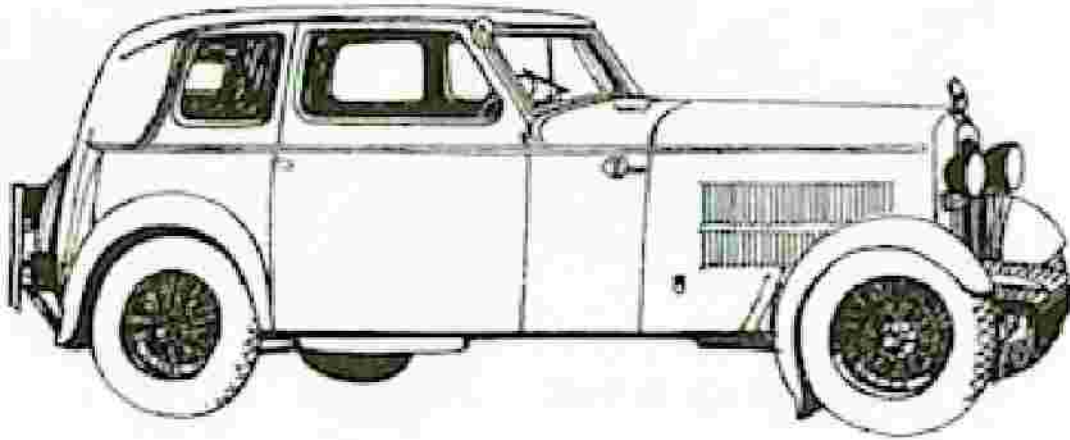
the Rover had beaten the express for the very first time.

The difficult economic situation in the country around 1930 was causing The Rover Company some concern and re-organisation became necessary. The Meteor Works at Queen Victoria Road, Coventry, were sold and the Company concentrated its activities at Helen Street Works and at Tyseley, Birmingham.

With the appointment of Mr. S. B. Wilks as Managing Director in 1933 the future policy of the Company was to be based on the production of a limited number of vehicles of the highest possible standard in comfort, refinement and performance. This was the start of a new and successful era for the Company and up to the outbreak of World War II in 1939, the production programme included attractive cars in the 4 cyl. and 6 cyl. ranges.

Rover's contribution to the war effort was tremendous. Over 21,000 workpeople were employed producing aero engines, tank engines, wings for air-

A Short History Of Rover, Part 4



1930 LIGHT SIX ROVER

Rover Light-Six raced the famous Continental Express the Blue Train, on its 750 miles run across France from St. Raphael to Calais. The concept of racing the train appealed widely to sporting motorists of the day and many tried but failed in their attempts. The Rover Light-Six took up the challenge and for approximately 20 hours 'David' and 'Goliath' raced their separate ways to Calais. The three weary occupants of the Rover arrived at Calais station twenty minutes before the Blue Train arrived at its scheduled time. At an average speed of about 38 m.p.h.

General Motors vs Bill Gates

General Motors has countered claims by Microsoft boss Bill Gates that the motor manufacturers lag behind the computer industry.

At a recent computer conference, Gates compared computers with cars and said: "If GM had kept up with technology like the computer industry we would all be driving \$25 cars that got 1000 miles to the gallon.

But General Motors countered by saying that if it had developed technology like Microsoft, we would all be driving cars with the following characteristics:

For no reason whatsoever your car would crash twice a day.

Every time they repainted the lines on the road you would have to buy a new car.

Occasionally your car would die on the freeway for no reason, and you would just accept this, restart and drive on.

Occasionally, executing a manoeuvre such as a left turn would cause your car to shut down and refuse to restart, in which case you would have to reinstall the engine.

Only one person at a time could use the car, unless you bought Car95" or CarNT. But then you would have to buy more seats.

Macintosh would make a car that was powered by the sun, reliable, five dines as fast, and twice as easy to drive, but would work on 5 per cent of the roads.

? The oil, water temperature and alternator warning lights would be replaced by a single general car default warning light.

? New seats would force everyone to have the same size butt.

? The airbag System would say Are you sure? before going off.

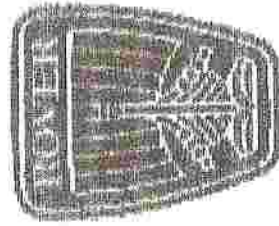
? Occasionally for no reason whatsoever, your car would lock you out and refuse to let you in until you simultaneously lifted the door handle, turned the key, and grabbed the radio antenna.

? GM would require all car buyers to also purchase a deluxe set of Rand McNally road maps (now a GM subsidiary), even though they neither need them nor want them. Attempting to delete this option would immediately cause the car's performance to diminish by 5t per cent or more. Moreover, GM would become a target for investigation by the Justice Department.

? Every time GM introduced a new model car, buyers would have to learn to drive all over again because none of the controls would operate in the same manner as the old car.

You would press the start button to shut off the engine.

ASSOCIATION OF



CAR CLUBS NZ (INC.)

Rover Car Club Nelson (Inc)
P.O.Box 2170,
Stoke
Nelson 7041

8th January 2008

New Year Greetings to all members and welcome to the first Newsletter of 2008 and the formal notice of the A.G.M. of the Association. I have also enclosed directions on finding the National Rally H/Q in Nelson and suggested sight seeing that members may wish to enjoy en-route to Nelson, time and route allowing.

LEVY

Thank you to Otago, Taranaki & Nelson Clubs for their levy. The other Clubs are overdue from 1/1/07.

NATIONAL RALLY

The numbers registered to attend in Nelson at Easter stand at 37. The programme will follow the usual format of previous years with what we hope will be a pleasant mix of social gathering, cars, good food, new sights, and pleasant driving. We have endeavoured to keep the distances reasonable within Nelson as it is realised that many of you are travelling a long way to reach Nelson. We look forward to your arrival. Please complete payments by 31/1/08. Please be aware that Nelson has no supply of 98 octane petrol so if your car dislikes the rubbish added to 95 octane, as mine does, get a fill of 98 at Blenheim. That's as close as it gets.

NATIONAL RALLY TROPHIES, 2007 WINNERS

Please ensure that all trophies awarded at the Auckland rally, are returned to Nelson either before Easter or brought by a member attending. NO SLIP UPS PLEASE!

REMITTS

Any Club affiliated to the ARCC. is invited to forward a remit to be considered by the Meeting. These should reach the above address one month prior to the AGM.

CLUB REPORTS

Please ensure that each ARCC delegate has a written report (does not have to be lengthy) highlighting your year's activities. Your committee should have some input to this report.

DELEGATES

If the ARCC delegate is unable to attend, please ensure your Club is represented by a member, who should be aware of some of the workings and policies of the ARCC. It would be helpful if your Club could establish, prior to Easter, its position on (a) the level of levy your Club is comfortable with, for the 08-09 year (b) the joining fee to be established for new Clubs joining the ARCC (c) any other matter that your Club feels strongly about the operation of the ARCC. (Could be dealt with through a remit.)

Cheers,

Chris Clark

Assistant Secretary ARCC.

(Encl) 1. Notice of ARCC AGM
2. National Rally Directions.

C/c 1. Editor:- for Newsletter publication
2. ARCC Delegate:- for AGM Info.