

# Rover Car Club Of Otago Tribune

March 2008



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

Web Site: [www.trccoo.freesevers.com](http://www.trccoo.freesevers.com)

# Rover Car Club of Otago.

## Suggested & Organised Events 2008

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2007 / 2008

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Bill Falconer

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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March 08

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

April 08

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

May 08

Wednesday the 7th of May. Monthly meeting University Staff Club

June 08

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

July 08

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

August 08

Wednesday the 6th of August. Monthly meeting University Staff Club

September 08

Wednesday the 3rd of September. Monthly meeting University Staff Club

October 08

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

November 08

Wednesday the 5th of November. Monthly meeting University Staff Club  
Annual "Nove Rove" Rally. More details to follow

December 08

Wednesday the 3rd of December. Monthly meeting University Staff Club

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

## 2008 Best of British

Alistair McInnes receiving his award for best car of 1990s decade.



The "Peoples Choice" award went to Allan Sim for his Mk1 Zephyr Convertible



Grant Smith having some fun in the gymkhana

## From The Editor...

### Part Five

On pages 10 to 13 is the fifth 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

### 2008 Best of British

Rovers on display at Taieri Mouth



# IGNITION.

8 March 2008.

Having just returned home from the N.Z. Classic Car Rally based in Cromwell for the last week, (hence the apology at this month's meeting), the car is now ready for the "Best of British" tomorrow.

Many of those at the Rally have come to Dunedin for this event which will enable Dunedinites to see a magnificent collection of Classic Cars and their proud owners.

This rally is a really enjoyable event with a wide range of classic cars and their owners who are great companions for fellowship and FUN. We did not win any prizes or trophies but we sure had FUN.

Based in Cromwell, we visited several towns and resorts and on the last day the P5 Coupe went almost to the base of Mt. Aspiring. We stopped at the first ford (river crossing that is) after travelling for 20 km over the worse corrugations I experienced for years. Having reached a picnic area, I decided I'm driving a Rover Coupe not a Land Rover, so hence the decision to turn around.

By the way, our P6B Central Otago member Wilf Miller and his son Adrian were placed first and won one of the Daily Rally section trophies. Well done Guys.

Having returned to Cromwell base via several Vineyards (with their appropriate wine tasting) and parked the Coupe, neighbours asked what it was that was hanging from under the car by the gearbox. Further investigation revealed the "clevis pin" had come adrift somewhere and the clutch rod was hanging down. There was,, I can assure you no "grouching" of gears getting back. A search of the area did not find the missing pin either.

That's enough from me. See you on the "Best of British" or Nelson at Easter. The ARCC Nelson Easter Rally is getting closer and so is the West Coast trip and I'm ready to Go! Go! Go!

Have a safe and enjoyable Easter

**Safe & Happy Roving.**

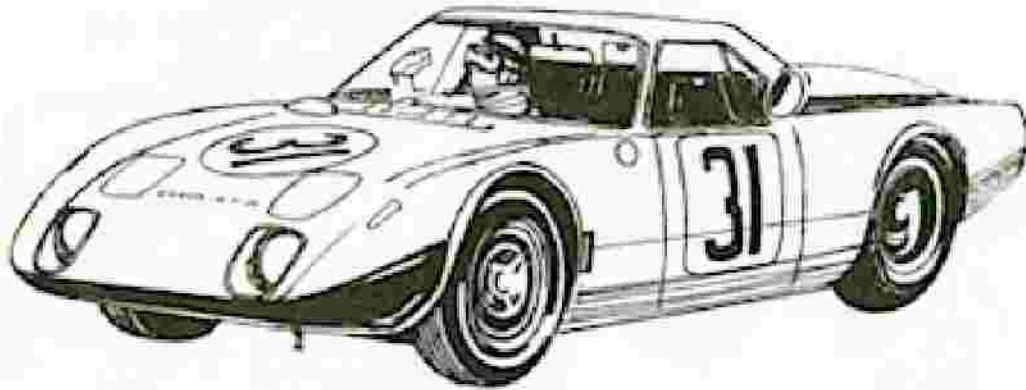
Norman & Carleen S.  
President.

a subsidiary company, Rover Gas Turbines Limited, was formed to develop and market small gas turbine engines for industrial application and for marine and aircraft use.

Going back to the early post-war years, the Company quickly got into stride with production of cars at Solihull. Within months the first 1946 models were coming off the line. The 1946/47 models were of course basically the same as the 1939/40 models. A change was made for 1948/49, when the P3 designs were introduced — the '60' (4 cyl.) and the '75' (6 cyl.) with engines of entirely new design in which the cylinder head joint was inclined at an angle to the cylinder block and the side exhaust valve disposed at a considerable angle to the cylinder centre-line. These cars were however destined for a short production life and it was no surprise when the Company broke away from its traditional body styling and introduced in 1949 the new '75' in the P4 range with its more modern streamlined contours.

## ROVER CAR CLUB of OTAGO

### 1965 ROVER-B.R.M. LE MANS



to complete the 24 hour race at an average speed of not less than 150 k.p.h. This success made a triple for Rover — the first Company to demonstrate a gas turbine car, the first to establish a speed record in such a car, and the first to race one (in association with the Owen Organisation).

1965 saw another Rover-B.R.M. at Le Mans but this time as a competitor against powerful piston-engined cars and it was one of the fifteen cars (out of 51 starters) that completed the race, and the first British car to finish.

In the process of developing the small gas turbine car engine, great experience was gained and in 1953,

**MINUTES** of meeting of members, University Staff Club, 7pm Wed 5<sup>th</sup> March 2008

#### **PRESENT**

Ross Allan, Walton Brown, Terry Bough , Reid Buchan , Ian & Eleanore Clark, Diana Kearns, John Moore, Alastair McInnes, Jan Smith, Jeff Sparrow.

#### **APOLOGIES**

Norman Sparrow

#### **CORRESPONDENCE**

Club newsletters received from Bay of Plenty, Manuwatu, Wellington ,Waikato, ARCC Notice of AGM 21 March 2008, 4.30pm, Tahuna Beach Holiday Park Nelson

Best of British Motoring Day 9 March publicity brochure

#### **MEMBERSHIP**

Resignation nil

Application for membership nil

#### **SUBSCRIPTIONS**

Subscriptions paid to date Town 24 Country 25,

Subscriptions outstanding nil

#### **TRIPS & OUTINGS**

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**

ARCC AGM Nelson Eleanore Clark to represent Club ,and present report Best of British 9<sup>th</sup> March . Mark Paterson (OJDC) joined the meeting to discuss assistance required . The following offers were accepted Jeff Sparrow (Octagon marshalling), Bernie Halford ( Judging cars) Jan Smith, Ian Clark, Alastair McInnes (Gymkhana)

Rover Club Woven badges. Stock in hand 1. Agreed to investigate costs

#### **CLOSURE**

The meeting closed at 7.45pm, followed by general discussion

asm 6/3/2008

## 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.



1961 ROVER T4

February 1963, brought forth an announcement that the Owen Organisation, makers of the world-famous B.R.M. Formula 1 car, had joined forces with The Rover Company and had designed and produced the Rover-B.R.M. gas turbine powered sports car and that it was their joint intention to run the car in the 1963 Le Mans. An existing 1962 B.R.M. chassis was modified to accommodate a 150 b.h.p. gas turbine unit. Although the car was not actually a competitor in the race it nevertheless performed faultlessly and by the end of the 24 hours it had covered 2,592 miles (4,147 km.) at an average speed of 108 m.p.h. (173 km.p.h.) winning the award offered by l'Auto-mobile-Club de L'Ouest for the first gas turbine car

## New Zealand Classic Car Rally 2008

Turismo style and it was shown at the Earls Court Motor Show in that year.

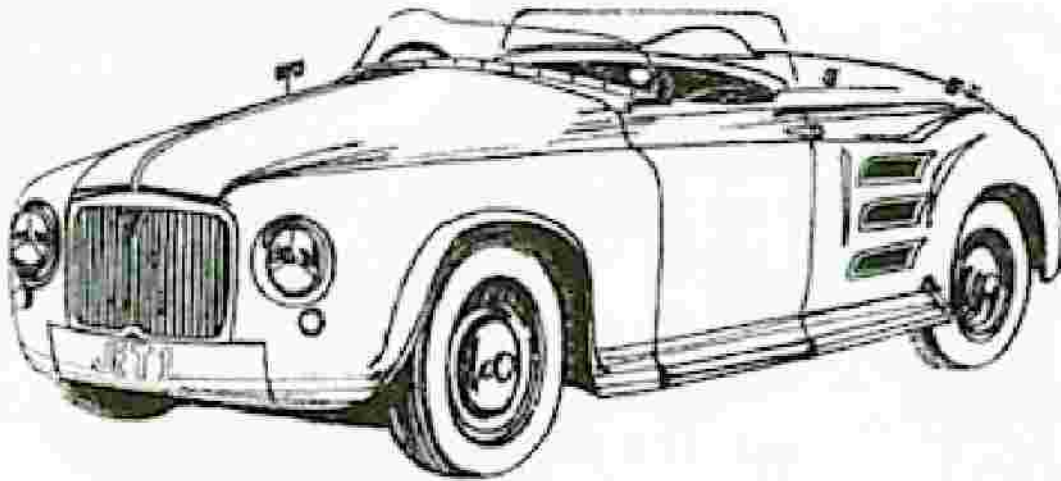
With the possibility of future production in mind the next prototype gas turbine car was the T4, introduced to the public in the Autumn of 1961. A very attractive car, with advanced specification including front-wheel drive, disc brakes on all wheels and fully independent suspension. The 25/140 engine — a two-shaft design — developed 140 b.h.p. and was first tested in 1957.



1956 ROVER T3



1950 ROVER JET 1



thousand feet short of the minimum space required for post-war production of cars.

By arrangement with the Ministry, the directors agreed to take over the shadow factory at Solihull which was no longer required for war purposes. The newly acquired Rover Headquarters at Solihull was officially opened by The President of the Board of Trade, Sir Stafford Cripps, on Saturday 2nd February, 1946.

Whilst the production of Rover cars was to be the main post-war objective the special knowledge gained

by the Company during work on the Whittle jet propulsion gas turbine project inspired the management and encouraged them to embark on a development programme for small gas turbines suitable for automobile propulsion and other applications. The late Mr. Maurice C. Wilks, the Company's chief engineer at the time, led a team numbering fewer than twenty engineers who worked quietly and secretly on this project.

On Wednesday 8th. March, 1950, the World's first gas turbine propelled car was introduced appropriately registered Jet 1 — and for the second time in the Company history the famous Dewar Trophy was again awarded by the R.A.C. for this outstanding technical achievement. In 1952, Jet 1 established world speed records for a gas turbine powered car, the tests being carried out on the Jabbeke motor road, in Belgium.

In 1956, the next gas turbine car was introduced. Known as the T3 this was a small saloon of the Gran