

Rover Car Club Of Otago Tribune

May 2008



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

Web Site: www.trccoo.freesevers.com

Rover Car Club of Otago.

Suggested & Organised Events 2008

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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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June 08

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

July 08

Wednesday the 2nd of July. Monthly meeting University Staff Club
Saturday the 5th of July. Auto Spectacular at the Edgar Centre, Dunedin.
Saturday the 5th of July. Rover Car Club of Otago AGM. Time and venue to be advised.

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

Not Your Every Day Rover



This pressed steel P5 estate car conversion suffered from body rigidity problems and would have cost twice as much as the standard saloon if it had gone into production.

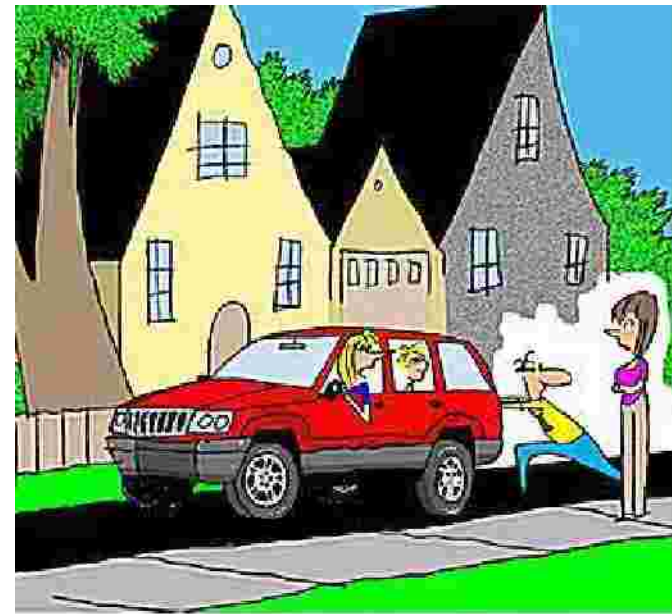


This SD1 Ute was at the 2008 ARRC Rally. It is owned by Gavin Hill from Nelson.

From The Editor...

Part Seven

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



*"By pushing us halfway, we save money on gas.
That way we'll have enough money to eat out."*

There was this car that was driving very slowly down the highway. A State Trooper pulls it over. "What have I done wrong, officer?" the driver asks.

"You are going 26mph on a major highway. There is a law against that," the officer says to the driver. "You must go at least 50mph." "But when I turned on the highway, the sign said 26!" the driver replies.

"HA HA HA!" The officer laughs out loud. "That is because this is Interstate 26! The 26 isn't the speed limit!"

The driver leans back in her car seat and the cop sees another woman sitting beside her. She looked as pale as a ghost.

"What happened to her?" the officer asks.

"I don't know, but she has been that way ever since we got off of interstate 160."

ROVER CAR CLUB of OTAGO

MINUTES of meeting of members, University Staff Club, 7pm Wed 7th May 2008

PRESENT

Walton Brown, Reid Buchan, Lloyd Meikle, John Moore, Alastair McInnes, Jan Smith, Jeff Sparrow.

APOLOGIES

Norman Sparrow, Ray Pilley, Bernie Halford.

CORRESPONDENCE

Club newsletters received from - Bay of Plenty, Canterbury, Nelson, Waikato.

ARRC - Minutes and reports from AGM 21st April 2008

- Circular dated 26th March 2008

- Email from secretary requesting Clubs to consider holding national rallies bi-annually

Classic Motoring Awards Week 2009 to be held in Nelson from Feb 28 to Mar 6 2009

Taranaki Rover Club - Enclosing entry forms for ARCC Rally April 10th to 13th 2009

MEMBERSHIP Resignations - nil. Applications - nil.

SUBSCRIPTIONS

Subscriptions paid to date Town 24 Country 26,

Subscriptions outstanding nil

TRIPS & OUTINGS

Auto Spectacular 2008 Edgar Centre Saturday 5th July 2008

Suggested that as this year is the 50th Anniversary of the P5, we feature this model

GENERAL BUSINESS

Rover Club Badges - Bernie is investigating costs for grill, patch, lapel badges, and monogrammed tee shirts.

ARCC Rallies - The holding of the Rally either annually or bi annually was discussed, the general feeling was (1) that rallies should continue to be held annually, alternating between North and South Islands, and (2) that the ARCC AGM continue to be held at the same time.

CLUB AGM

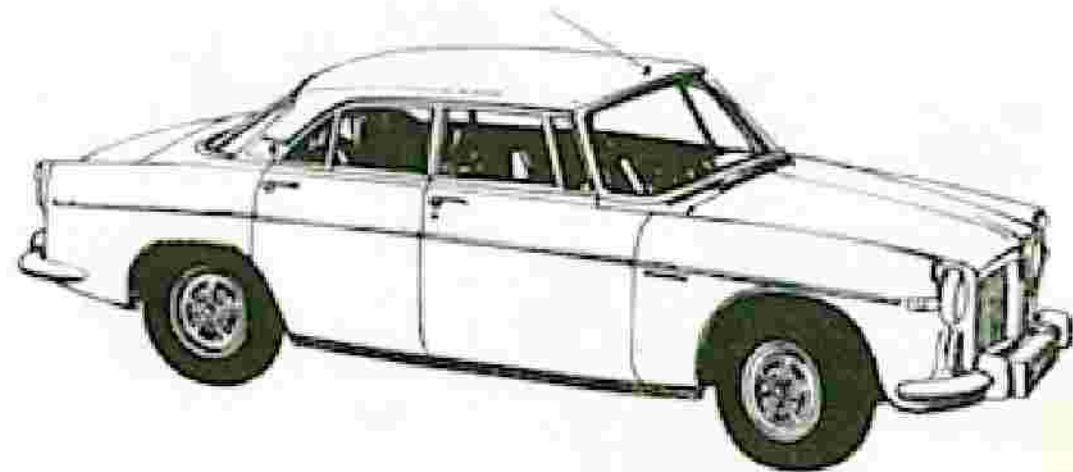
To be held on Saturday 5th July 2008, following the Auto Spectacular, venue to be determined

CLOSURE

The meeting closed at 8pm, followed by general discussion

The Land-Rover is currently available with an extensive choice of body styles, three chassis lengths and three engines. Basic models which make up the series are: The 88 in. wheelbase Regular and 109 in. wheelbase Long models, available also as 7-seater (Regular) and 10 or 12-seater (Long) Station Wagons; 109 in. wheelbase 1-Ton model; 110 in. wheelbase Forward Control with a payload capacity of 1,524 Kg. (3,360 lb.); and the 88 in. wheelbase ¼-ton vehicle designed for military use.

ROVER 3½ LITRE COUPÉ



ment making The Rover Company Limited a wholly owned subsidiary of Leyland.

In May, 1968, Leyland amalgamated with British Motor Holdings to form The British Leyland Motor Corporation. Being part of the largest British-owned motor manufacturer, The Rover Company can now increase their distribution network and offer top-class after-sales facilities throughout the world.

Apart from headquarters at Solihull, Rover activities are catered for by production factories at Acocks Green, Tyseley, Cardiff, and supported by several smaller units in the Midlands and London.

The Company also has arrangements for the assembly of vehicles with varying degrees of local manufacture in 20 countries.

To-day, with a total labour force of approximately 14,000, the Company's range of cars include the 3½ Litre Coupé and Saloon, the 2000 SC, TC and SC Automatic, and the V8-engined Three Thousand Five.

IGNITION.

May 2008.

Being unable to attend last months meeting has left me with little to write. Thanks to our Secretary/ Treasurers prompt minutes I can expand a little on developments since then, I hope.

Our AGM will be on Saturday 5th July after the Auto-spectacular at the Edgar Centre as usual. We have a couple of venues to choose from at our next meeting.

Notice of the AGM is in this edition with the venue to be confirmed at Junes meeting and notified in Junes Tribune.

Last Sunday 18th May Carleen and I took part in a pictorial car rally around Dunedin for an hour and a half. Blew the cobwebs off the P6B and had a enjoyable run despite the cost of filling the tank with 95 octane. The drive was worth it, smooth and comfortable.

Our theme for the Auto-spectacular would appear to be the 50th Anniversary of the P5, any thoughts would be appreciated. However the theme for the Auto-spectacular is "A Summer Holiday" celebrating 100 years of GM.

With winter now upon us, keep warm and dry drive carefully and I look forward to seeing you all at the next meeting.

In the meantime **Safe & Happy Roving.**

Norman & Carleen S.

President.

WHY WE SELL OUR CLASSIC CARS

We are talking now about the "hobby owner" not people who purchased and sold classic vehicles as a business for profit. There are five main reasons for us selling our classic cars.

1. Five percent of sellers were "hobby restorers". The vehicle was originally bought with the prime intention of restoring it for pleasure, not profit. However once a basket case is a gem, the restorer looks for another challenge. He usually loses thousands!
2. Ten percent of sales were the result of family pressures. "My wife wants me to get rid of it", or my son says "Too many cars cluttering up the place" - we are moving to new house and there is less parking space there.
3. Fifteen percent of sellers are the "chronic buyer and seller". They're not in it to make money they just get pleasure out of buying cars. They sell to make room for new acquisitions or to finance another purchase. To them the world is an endless feast of the 'new' and different, the classic vehicle isn't new, but it is new - for a time to them!
4. Roughly twenty five percent of sales are due to the owner "just falling out of love with the car". There may not be anything really wrong with the vehicle, considering its age etc, but the owner just doesn't want it anymore. Why? Maybe the dream of ownership has collided with reality? I.e. WOF's, insurance, garaging, repairs, maintenance, price of fuel and the individual vehicles "quirks" which at one time didn't seem to matter!
5. The top reason why people sell their classics isn't a happy one. About forty-five percent sold because of changed circumstances. They didn't really want to sell the car but felt that they had to.

Some sold for financial reasons:

They genuinely needed the money perhaps victims of redundancy or a marriage break up. The majority of changed circumstances involved changes to the owner or their family. Maybe a baby on the way? The reasons why people sell classic cars are often unrelated to why they bought them originally. For those who buy from elderly widows or people who don't really want to sell, be kind. They just can't keep that dream alive any longer, and it hurts!

made to the effect that a merger between The Rover Company Limited and the Leyland Motor Corporation Limited had been proposed and that the legal processes to bring this about were being undertaken. In his letter to the shareholders, 31st January, 1967, Mr. L. G. T. Farmer, The Rover Company Chairman, said:

“... The amalgamation of Leyland and Rover will result in a group with great financial and technical strength, manufacturing a comprehensive range of products fully competitive in world markets. Your directors firmly believe that the future of the Company and its employees and the interest of the shareholders will be best served if the proposed merger is carried through . . .”

The merger was approved unanimously by Leyland and Rover shareholders and became effective in March, 1967, when Mr. Justice Pennycuik in the Chancery Division sanctioned the scheme of arrange-

A Short History Of Rover, Part 7

Another milestone in the history of the Company was passed in 1965 when a merger took place between The Rover Company Limited and Alvis Ltd. but as events proved, this was to be just another move towards the concentration of manufacturing facilities into larger units. This trend in the motor industry to-day follows a pattern which is evident not only in this country but in most major vehicle producing countries, and the reasons are well known and appreciated.

Towards the end of 1966 an announcement was

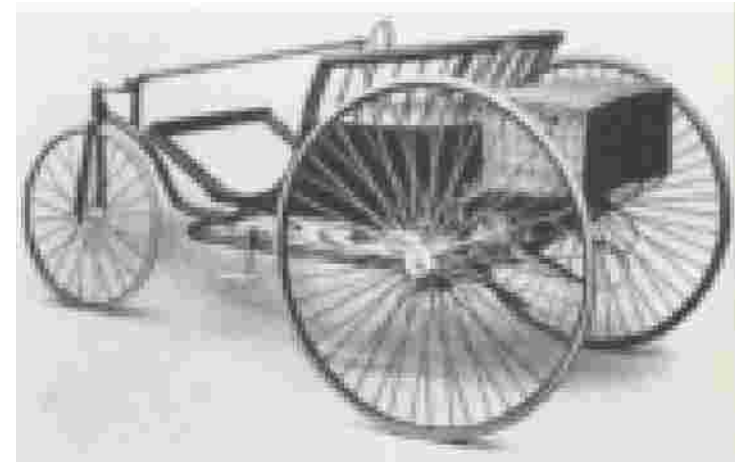


ROVER 2000

J.K. Starley posing on a typical Rover product of the late 1890s.



Starley's first motor driven machine, really a pedal tricycle with an electric motor in then back axle. The batteries were carried in the wicker container.



Panoramic Roof

This VW Beetle with a panoramic roof was on show at the Melbourne motor show.



Maybe they got some inspiration from this 2000TC with a Triplex Sundym glass roof. It was designed to demonstrate how glass could be used in vehicle construction as an alternative to metal.



No Its Not, Perhaps a little, Not really. *BY MELTAPP*

John Rutherford and myself set of to the National Rover Rally in Nelson in my 1968 Rover 2000 auto, and this was the first time I have taken it on a major trip although Ive had it a couple years now. When I saw an add for a Rover 2000 in the buy sell I rang the owner and on finding it was an auto told him I didnt want an auto as when I have read write ups on these cars the just about all say they were a ,slow ,noisy ,thirsty car.

Well when the owner said he would send some photos I said I would think about and when looking through them noticed the tidy condition and a speedo reading of only 67000 miles that he assured me were genuine I decided to buy it as he only wanted \$800. I have travelled in it to a couple of rallys and found I really like it and the trip to Nelson and back covering nearly 1600 miles proved that what is said about these cars is a load of rubbish.

First.....A slow car. on the way back on a long stretch of nice road and no other cars in sight I gave it a quick burst to 95mph and it was still gaining and as back would have it as i dropped down to around 65 a cop came over the rise if he had been a minute earlier I may have had written proof it isnt a slow car.

A noisy car.....well yes it is a bit but not all that bad.

A thirsty car.....Well no the best I got was 36.3mpg the worst 32.6 and overall 35.1mpg. I notice that since I have been running on the high octane fuel I get about another 5mpg.

One thing we noticed was after we filled in Christchurch it pinked a lot on the hills something it didnt do on the hills on the way there so fuel may very in places,

We both had a great time a real good rally and proof that the Rover 2000 auto now over 40 years old is still a lovely comfortable car.