

# Rover Car Club Of Otago Tribune

March 2009



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

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

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2008 / 2009

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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 2009

March 09

Saturday the 28th & Sunday the 29th of March. McLeans Island Vintage Country Fair.

April 09

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

May 09

Wednesday the 6th of May. Monthly meeting University Staff Club  
Sunday the 31st of May. All British Vehicle Day. Caroline Bay, Timaru.  
9.30am-10.30am vehicle display, depart 10.30am for cruise to lunch venue.  
\$15 per car

June 09

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

July 09

Wednesday the 1st of July. Monthly meeting University Staff Club  
Saturday the 4th of July. Dunedin Auto Spectacular, Edgar Sports Centre.  
9am-4pm. [www.otagoclassicmotoring.co.nz](http://www.otagoclassicmotoring.co.nz)  
Saturday the 4th of July. Rover Car Club of Otago AGM. Venue & time to be decided at the April club meeting.

August 09

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

September 09

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

October 09

Wednesday the 7th of October. Monthly meeting University Staff Club  
24th-26th of October. Otago Central Railway 130th celebrations, Middlemarch

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

## From The Editor...

- The Rover 800 (project XX), another collaborative project with Honda was launched in 1986 and became another CotY contender. The 800 was a particularly popular choice with business managers and ministers.
- Rover 200 (R8) was available in 3dr, 5dr, 2-dr Coupe and Cabriolet body styles, and soon became the best-selling Rover car.
- A 1.4-litre Rover Metro established 21 land speed records for class F (1100-1500cc) in September 1990 and a few years later a Rover 220 Coupe Turbo set records up to 155.53 mph for this 2.0-litre car.
- In 1993 Rover introduced the attractive 600 Series. Stylishly proportioned, it was popular with the junior fleet managers and probably did much to inspire BMW's acquisition of the Rover Group in 1994.
- The second Rover 200 was launched at the Earls Court London Motor Fair in 1995, heralding a return to British design and a modern design.
- The majestic Rover 75 is the company's current flagship. A product appealing to the discerning motorist whose comfort over long journeys is preserved.
- The Rover 25 was launched in October 1999 and became the best-selling car in the UK, in April 2000.
- Rover 45 was effectively the first new car launched in the 21st Century and succeeded the 400 Series. Its proven record for customer service and reliability are exceptional and clearly benefits all owners who drive one.
- Over the years, the Rover 75 has won the praise of pundits from around the world with an impressive list of international awards.
- A new small Rover was introduced on Tuesday, July 8 named 'City Rover'. The five-door, modern design 5-door car expands the Rover range to four platforms.
- Thursday, July 10, 2003 – build of the five-millionth Rover, a 75 Saloon, in special Xirallic® Aubergine paintwork (VIN SARRJZLLM4D298618), was celebrated with a visit by The Prince Edward, Earl of Wessex.

*(Reproduced from MG Rover press Release)*

From time to time the Club sends out a list of members, their phone numbers, Rovers they own and email addresses to each club member.

This is to help members keep in touch with each other.

We will be sending the next list out with the April newsletter and we would like it to be up to date with members' details etc.

If you have changed your contact details or have bought or sold a Rover in recent years, we would appreciate it if you would forward these details to Alastair McInnes before the 10th of April.

These details will not be published on the club website.



Norman Sparrow's 1973 2000TC is for sale. Photo above. Please refer to this month's instalment of Ignition for more details.

We are looking for volunteers to help organise the 2010 ARCC Rally to be held in Dunedin. Please express your interest to Norman Sparrow.



Rovers on display at the Wings & Wheels day at Taieri Airport

### Bumper Sticker Suggestion Of The Month

I'm not as think as you drunk I am.

# ROVER CAR CLUB of OTAGO

MINUTES of meeting of members, held in the University Staff Club, 7pm  
Wed 4th March 2009.

**PRESENT** Ross Allan, Walton Brown, Ian & Eleanore Clark, Diana Kearns, Alastair McInnes, Kevin Philips, Jenny Newstead, John Moore, Ray Pilley, Jeff Sparrow, Norman Sparrow,

**APOLOGIES** nil

## CORRESPONDENCE

Club newsletters received from -Australia, Bay of Plenty, Canterbury. Waikato  
NZ Rover Club Scene comments by Adrian, David Raven and Chris Clark  
ARCC Newsletter No 2 - included in Feb Tribune  
ARCC AGM Notice of meeting, Financial Statement, Secretary's Report  
Taranaki Club Notice of cancellation of Rally 2009 (only 8 registrations received)

## MEMBERSHIP

Resignation Graham Stanton sale of P5 Rover Applications nil

## SUBSCRIPTIONS

Subscriptions paid to date Town 21, Country 26,  
Outstanding subs 3

## TRIPS & OUTINGS

McLeans Island Vintage Country Fair Mar 28/29

## GENERAL BUSINESS

NZ Rover Club Scene - Following an animated discussion it was agreed

1 That the club supports the status quo (we can see no advantage in any of the proposals)

2 National Rally be held every alternate year

3 ARCC be retained in its current form

4 Secretary - we recommend that Chris Clark be appointed

5 National Rally – The Otago Club offer to organize the Rally in 2010

Members Cars - agreed to distribute a current list

Club Tee-shirts now available in various sizes \$30 each

Next meeting Wednesday 4<sup>th</sup> April 2009

asm 5/3/2009

- During the war Rover produced aircraft parts for the Ardemar, Bristol and Lancasters, but it was the company's work with Frank Whittle in the development of the gas turbine engine, the formation of the jet engine, that has revolutionised air travel ever since.

- Introduced as 'One of Britain's Fine Cars', the P3 was every inch the epitome of reserved and refined motoring, with a gracious style that extended respect to those who drove it.

- It was no surprise therefore that Rover used the gas turbine experience to good effect. JET1 set a land speed record for gas turbine propelled cars at 152.9 mph in 1952 on a stretch of the Jebbeke (uncompleted) motorway in Belgium.

- The Rover P4 was popular transport for the doctor, bank manager or professional, but known as the 'Auntie' Rover. It was a journey in 1958 by Autocar's Ted Eves and Denis (Jenks) Jenkinson and Jesse Alexander from Sports Cars illustrated in a Rover P4 90 to the (only) Moroccan GP in Casablanca, followed by a return deviation to the Turin motor show that was described by its driver as being so effortless, with power in reserve, it was 'like a trip down to Aunties – even down to the ticking clock on the mantle piece', as it was on the dashboard of the Rover.

- 1st car on the Moon! Albeit not a product from the company, the landing on the Moon in 1963 did use a product referred to as a 'Moon Rover'. As a generic term, a rover is a roving wanderer.

- In March 1961 H.M. The Queen Mother took delivery of a Rover 3-litre (P5) saloon in dark green with silver grey interior trim.

- 1963 saw Rover compete at Le Mans in the gas turbine Rover B.R.M. with Graham Hill and Richie Ginther finishing with a time that would place it eighth. In 1965 it competed again with Graham Hill and Jackie Stewart finishing tenth.

- In the 1960s H.M. The Queen was often seen driving Rover P5 saloons at Windsor and Sandringham, which are on loan and displayed at the Heritage Motor Centre, Gaydon.

- The Rover P5 becomes the popular carriage of PMs, Ministers, dignitaries and senior businessmen.

- 1963 launched the Rover 2000 – the first 'Compact-Executive' saloon (when motorways were first being opened). The first disc brake equipped production car was the Rover 2000 and it was also the first car to be awarded the coveted 'Car of the Year' title.

- In 1977 the SD1 Rover won the 'Car of the Year' title and the Tourist Trophy race – both for the second time for the company.

- Rover 200 4dr was the 1st new design from the collaboration with Honda.

## ROVER'S MILESTONE SUMMARY

- The first appearance of the Rover name was on a tricycle in 1884.
- The Rover Safety bicycle – launched in 1885 – was the first rear-wheel driven cycle and pioneered the future of cycle design that continues to this day.
- The Imperial Rover cycle proved itself the best in the world by winning every race in the 1908 Olympic Games.
- In Poland and Slovakia, the name for bicycle is 'Ro'er or Rover'.
- In 1888 Starley began working on an electric car, and heralded in a 1903 issue of The Autocar as 'we believe, the first motor machine made in Coventry'.
- The 1st Rover prototype 8hp was completed on July 1 1904.
- Rover's 8 hp went on-sale on December 1 1904 and featured a novel backbone chassis construction, uniquely including the rear axle and became Britain's best selling car (before the arrival of the Longbridge built Austin Seven).
- Over 400,000 cycles and 100,000 motor cycles carried the Rover name between 1896-1924.
- In 1907 a 20 hp Rover, the company's first 4-cylinder car, won the Isle of Man Tourist Trophy race.
- The 14/45 won the RAC Dewar Trophy in 1927 for 50 ascents of Bwlch-y-Groes, a steep, winding hill in Wales, at a time when getting to the top at all was something of an achievement.
- The first four wheel braked car was a 1923 3½-litre Rover. Only three were initially made.
- The 1920s saw the adoption of the helmeted Viking. Rover's upstanding Viking gave way in due course to his head alone, then logically enough this became the figurehead of a Viking longship. The first Rover to wear the Viking head mascot, and the enamel badge of the black longship ploughing through blue seas, was a 2.0-litre saloon in 1930.
- One of these, a Light Six, carried the distinctive heraldry when it raced and beat the Blue Train through France in January 1930. It was a moderately shameless stunt by Dudley Noble, safe in the knowledge that the average speed of the famous express was no more than about 40 mph once all its stops and detours were taken into account. To beat it, Noble had to drive more or less non-stop from Calais to the Riviera. He defeated the train and his crew became celebrities through The Daily Express. Noble's bright idea illuminated Rover's success. A vigorous new management turned it from a pioneer into a pillar of the establishment.

## IGNITION.

March 2009.

Following up on last months "Ignition" sales pitch, I'm pleased to announce that Graham Stanton's P5 now has a new owner.

On the other hand :-

My P6 2000TC is still available to a new owner. A photo of said vehicle is included in this months sales pitch. A 1973 Rover 2000TC for sale. 138,000 kilometres, in good all round order. Registered and warranted. Almond with bone coloured upholstery. For sale \$3000.

From the minutes you will see a lively debate took place this month on a suggestion that the various provincial Rover Car Clubs of New Zealand form one National Club with a North and a South Island committee. The result of these discussions being that our Club remains as it is with the ARCC , i.e. the Status Quo.

The Wings and Wheels this year was an interesting day with the Best of British Rally run from the Octagon as usual, but with several other non British Car Clubs meeting at Taieri Aerodrome.

The Mini Car Club were on duty with us at the Taieri Aerodrome entrance and we enjoyed a good look at all the entering cars, British and otherwise.

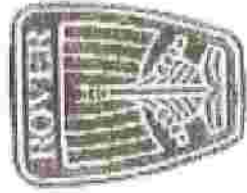
With the aircraft displays and various flying skills demonstrated, the day passed very quickly. A very wide range of vehicles were on display and I must admit that I did not have time to visit all the displays.

We are looking at the possibility of an overnight stay away for the Timaru Best of British in late May, this in place of the Oamaru Best of British which ended up a non event this year it seems.  
More on this trip next month.

A Reminder we still have the club monogrammed polo shirts available in an assortment of sizes all \$30-00 each. New club cloth monogrammed badges with black or red background are also available at \$10-00 each.

**Safe & Happy Roving.**

Norman & Carleen S.  
President.



# CAR CLUBS NZ (INC.)

## ASSOCIATION OF

Rover Car Club Nelson (Inc)  
P.O.Box 2170,  
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February 09

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### NEWSLETTER NUMBER TWO

Greetings to all Club Members throughout NZ. Firstly my regrets to Taranaki Club in being placed in the situation of finding it not viable to run National Rally, with only 8 applicants just eight weeks out from Easter. I would be very interested, as I'm sure they would be, if any member cares to let us know his reason for being unable/unwilling/not interested to attend, be it personal, family, financial, employment, or petrol cost. Answers can be anonymous if you wish, as we are not on a witch-hunt here, but merely finding if there is something we can improve on, or do differently.

*A.G.M. FORMALITIES FOR A.R.C.C.* As you are aware, the AGM is customarily held in conjunction with National Rally and under our Constitution, an AGM has to be held and reports passed to the Office of Incorporated Societies, formerly the Justice Dept. I have made enquiries of the Office and have found that we can fulfil the letter of the law by my sending the Financial Report for 2008 and my Annual Report out to all Clubs for perusal and hopefully acceptance in place of the AGM. Thus you will find these enclosed with this Newsletter. Please study these, publicise them to your members if you wish and if acceptable, please notify me either by e-mail or post before Easter ie 10<sup>th</sup> April. Please also enclose your Club's Report for 2008, which would have been presented at the AGM. **NOTE:** Acceptance of the Financial and Annual Report, is a legal requirement of the Incorporated Societies not just my request so please don't put it aside to do later. I must have a response to this one.





Scenes from the Wings & Wheels day at Taieri Airport on March 8.

*OTHER MATTERS* If there are items that members would have aired at AGM, I would be pleased to hear of them and as usual I make the request for discussion themes for future Newsletters. The Levy for 2009 will remain at \$2 per member as our finances are in satisfactory shape and the Public Liability Insurance for Incorporated Clubs can be covered by the \$2 per member levy.

I shall post out the individual Club Reports with my next Newsletter so that Clubs can keep abreast of what our fellow members are doing. I'd like my Report to the AGM published or sent as a supplement if possible along with this Newsletter. Communication is so important, to keep members informed and for the sharing of ideas and just to show that we are alive and kicking! And, in today's world it can be so easy and fast.

*LOOKING ONWARDS IN 2009* There we have it. Without a gathering this year our communication between ARCC and inner Club becomes more important than ever. North Island Clubs, you have opportunities to meet during the year where your neighbouring Club is only a short drive away. Make sure you take advantage of your proximity. Mainlanders! Let's see if we can organise something. Canterbury and Nelson used to meet at Hanmer and once it was at Rotorua. Let's see if we can do it again and blow the cost of petrol. Canterbury and Otago, keep up your occasional joint jaunts. *KEEP IN TOUCH.*

Chris Clark  
National Secretary

## NATIONAL SECRETARY'S REPORT TO THE A.G.M. 10/4/09

I have pleasure in presenting the Secretary's Report to the 28<sup>th</sup> AGM of the Association of Rover Car Clubs of New Zealand (Inc)

Firstly, thank you to the one or two Clubs who have responded to my requests for feedback. As Secretary I have made little progress in the direction, during 2008, that I have tried to point the ARCC. I set out with the aim of increasing communication between the Clubs through the Association. To facilitate this I sent out five Newsletters during 2008, containing items that I felt were of importance. Some of these were published in the eight Newsletters published by Clubs or sent out as supplements and some were not. These, I hoped would stimulate discussion but the result was little feedback from my questions and requests for input. No wonder some Club members mutter, 'what's the point of the ARCC?'

I left the 2008 AGM in Nelson, heartened by the apparent enthusiasm for progress that I received from the delegates. Since then, little follow-up. Many times I wondered if I was sending mail to the wrong address or person, particularly when I was notified of the change of a Secretary or Committee, months after the AGM, which made the change.

As a Secretary, it is not my job to make arbitrary decisions on behalf of our Clubs. I am there as a facilitator to carry out the wishes of the majority. So there we have it. We can continue and achieve nothing, with the ARCC there simply as a figurehead, or we can make it work to improve the standing of Rover Clubs and achieve what you want. Tell me what direction you aspire to.

Matters which I think should be considered include:-

- (1) Help/New Member Booklet, (has been talked about for 15 years now)
- (2) The setting up of a new Rover Association Website, (8-10 years now)
- (3) A watching brief on biofuels, and
- (4) A recent discussion on the amalgamating of NZ Rover Car Clubs as one National Club with local branches as at present and a National Committee and Newsletter - replacing some of what we have at present. This would be a major change and would require much discussion, thought and change. Incidentally, a National Journal was suggested as far back as 1981, and the first (and I believe only) one appeared in 1986. The two sides to the discussion are available in the Nelson Club newsletters of November '08 and January '09 or direct from me. I would really like to add other items to this list as suggested by membership. Has anyone an idea they feel strongly about? Again, I ask for feedback.

I am half way through what has usually been a two-year election as National Secretary, but am quite willing to stand aside if I am not fulfilling the wishes of NZ Clubs. However, if re-elected I shall continue to push the agenda as detailed above and give notice that consideration should be given as to who will act as my replacement from the 2010 AGM as I feel that the Secretary's job should change at that time to introduce new ideas and enthusiasm, from a younger Secretary.

Chris Clark

National Secretary.