

Rover Car Club Of Otago Tribune

Jan/Feb 2009



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

Web Site: www.trccoo.freesevers.com

Rover Car Club of Otago.

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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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Suggested & Organised Events 2009

February 09

27th of February-1st March. Queenstown Auto Extravaganza.
www.queenstowncarshow.co.nz or Grant Coburn 027 434 3968
28th of February - 6th of March. Classic Motoring Awards, Nelson

March 09

Wednesday the 4th of March. Monthly meeting University Staff Club
Sunday the 8th of March. Best of British Rally. Cars depart from the Octagon from 9am for Taieri Airport
Saturday the 21st of March. Best of British, Oamaru
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
10th - 13th of April. ARCC Rally, New Plymouth

May 09

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

June 09

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

July 09

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

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 1st Wednesday each month.
University Staff Club 7.00pm.

From The Editor...

Tank Engine Tales.

Rover took over the Meteor Tank engine project from Rolls Royce in 1943, as a 'swoop' for the jet engine work. The Meteor was an unsupercharged version of the 27-litre V12 Merlin aero engine, tuned to suit the requirements of big battle tanks.

By January 1950, Rover were producing not only the regular (petrol) Meteor 27-litre V12 tank engine, developing 620bhp and 1500 ft lbs of torque, but also a Meteor Diesel with 470bhp. In addition they had developed an 18-litre V8 'Meteorite' version of the engine, also in petrol or diesel form.

The Rover Meteor engine powered the Centurion tank, and in its ultimate fuel-injected form, it was used in the later Conqueror tank. The Thornycroft 'Mighty Antar' tank transporter was fitted with the Rover Meteorite V8 engine, thus giving the British Army some useful engine service and parts rationalisation.

At their Acocks Green factory, Rover worked alongside the MoD's Fighting Vehicle Engine Research and Development staff, with extensive special test facilities such as extreme climate chambers. The Rover Meteorite engine was also developed for Marine applications, including Admiralty and H.M. Customs launches.

Production and development of these very large Rover engines continued until 1964. There is a technical link with Rover K Series engines, in that both families use aluminium alloy castings under compression by long-bolt fixings.

Thanks to Nathan at Autoweb for permission to reprint this article

Welcome to the first newsletter for 2009.

I hope you all had a chance to relax and enjoy your selves over the Christmas and New Year period.

I have received an email from Nick Marshall, the Editor of the Wellington Rover Club's newsletter.

Nick has asked me to let you all know that if you have a Rover for sale, he is happy to put a for sale notice in their newsletter.

He has asked me to collect any "for sales" and I will pass them on to him.

Graham Stanton's 1965 P5 Mk 2 saloon is for sale.

This is a one owner car and its in good order.

See Norman's instalment of Ignition on page 5 for more details.



Bumper Sticker Suggestion Of The Month

OK, WHO STOPPED PAYMENY ON MY REALI TY CHECK?

ROVER CAR CLUB of OTAGO

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

PRESENT

Ross Allan, Terry Bough, Ian & Eleanore Clark, Stuart & Jacqui McCraw, Alastair McInnes, Jan Smith, Jeff Sparrow

APOLOGIES

Ray Pilley, Norman Sparrow

CORRESPONDENCE

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

MEMBERSHIP

Resignation nil
Applications nil

SUBSCRIPTIONS

Subscriptions paid to date Town 20, Country 26,
Outstanding subs 3

TRIPS & OUTINGS

Classic Motoring Awards Nelson Feb 26 / Mar 6

Queenstown Classic Car Show Feb 27 / Mar 1

Best of British Rally. 8th March. Cars depart from the Octagon from 9am for Taieri Airport

Club to provide a judge

Taieri Wings & Wheels Day. Taieri Airport. 8th March. \$5 adult, \$2 children under 12.

Best of British Oamaru March 21st

Classic Motoring Awards Nelson Feb 26 / Mar 6

McLeans Island Vintage Country Fair Mar 28/29

ARCC Rally 2009 New Plymouth 10/13 April

GENERAL BUSINESS

Rover Club Tee-shirts now available \$30

Next meeting Wednesday 4th March 2009

asm 5/2/2009

Rover Jet1

British entertainer Jools Holland, has had a replica of Jet1 built on a reality TV show called Chop Shop.

You can see some video of the event on the internet.

Log on to YouTube on <http://www.youtube.com>.

Search for "Chop Shop - Episode 5 Introduction" and watch the video.

Next search for "Jools Holland's Jet One" and see Jools' own Jet1 unveiled.

More information and photos of the project can be found at

<http://www.discoverychannel.co.uk/web/chop-shop-2/the-cars/jet-one-car>



For information on the original Rover Jet1, check out the Rover Car Club of Auckland's website article at

<http://www.rover.org.nz/pages/jet/jet2.htm>



The Bull and the Train

A big city Lawyer was representing the Railroad Company in a lawsuit filed by an old Farmer.

The Farmer's prize bull was missing from the paddock through which the railway line passed.

The Farmer only wanted to be paid the fair value for the missing bull.

The Lawyer went to see the Farmer and tried to get him to settle out of court.

The Lawyer did his best selling job, and finally the Farmer agreed to take half the amount he was originally asking for.

After the Farmer has signed the papers and took his cheque, the young Lawyer couldn't resist gloating a little over his success.

He told the Farmer "you know, I hate to tell you this, old man, but I put one over you. I couldn't have won the case. The Engineer on the train was asleep and the Fireman was in the caboose when the train went through your farm that day.

I didn't have one witness to put on the stand. I bluffed you"

The old Farmer replied, "Well, I tell you young fellow. I was a little worried about winning the case myself."

"That darn bull came home this morning."



IGNITION.

February 2009.

All the very best for the New Year everyone. This the first "Ignition" for 2009 and we are already in February. Trusting you all had an enjoyable holiday, with family and friends. Unfortunately I was an apology for our February meeting, but the minutes are in the Newsletter as usual, thanks Alastair.

Two Rover cars for sale are the main focus for my "Ignition" this month.

Firstly, Graham Stanton has decided to sell his one owner 1965 Rover P5 Mk II Saloon to a caring and proud new owner. White /Grey with 165,000 miles on the clock. Warranted and registered, in good order. If you think this could be you, MAKE and OFFER. Graham Stanton Ph 03 445 0805.

The second Rover is my 1973 Rover 2000TC for sale. 138,000 kilometres in good all round order. Registered and warranted. Almond with bone coloured upholstery. For sale \$3000. Norman Sparrow Ph 03 487 6275

The Toko A & P Show at Milton last year was most relaxing and enjoyable with the weather on our side. Thanks to Ian and Eleanore Clark for their efforts on our behalf regarding entry and the placement of cars. I have not caught up with the Palmerston A & P Show earlier this year but I believe six Rovers went for a run.

Remember 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.

**ALL THE BEST FOR THE NEW YEAR AND THIS YEARS
ROVES.**

Safe & Happy Roving.

Norman & Carleen S.

VCC

McLeans Island, situated on the outskirts of Christchurch, at the back of the Christchurch International Airport, is a large area of land that runs alongside the Waimakariri River and was set aside many years ago as a recreation area. It is on this land that the Canterbury branch of the Vintage Car Club of New Zealand (Inc) has it's head quarters, with substantial club rooms, a spares compound, and developed camping and picnic sites. All this is situated on 14 hectares of land.

Once a year New Zealand's largest Swap Meet with over 600 sites, is held, covering most of the 14 hectares and is attended by club members from all over New Zealand along with people from Australia.

This patch of land is known as Cutler Park, a fitting tribute to Pat Cutler the man whose fore sight was instrumental in securing this land, but alas did not get a chance to see the results that we have achieved today.

Many car club rallies start and/or finish at Cutler Park, field tests are held on the grounds and many social events are held in the club rooms.

The VCC caters for all vehicles from the first vehicle produced up to 1978 with these being divided into five classes.

Vehicles from all classes will be on display at the inaugural McLeans Island Vintage Country Fair with many of them being put through their paces along with other vehicles from the Canterbury Steam Preservation Society and the Canterbury Vintage Machinery Club.

Our next fair will be held in march
2009 on the weekend of the 28th &
29th.

Agenda.

- Apologies.
- Minutes of last A.G.M.
- Matters arising.
- National Secretary's report.
- ARCC Financial report.
- Club reports.
- Remits.
- General business.
- Levy 2009, including share of cost for Public Liability Insurance.
- Help/New member introduction booklet.
- Other items.
- Election of Officers. a. National Secretary.
b. Assistant National Secretary

Chris Clark

National Secretary.

(Encl. Classic Motoring Awards 2009)

HELP REGISTER Still zero input from any Club so I have nothing to work with and another year has gone by. Interestingly, my records show that the National Secretary has been requesting material for inclusion in this booklet since before 1995! I wonder why I bother!

TARANAKI NATIONAL RALLY, EASTER 2009 Malcolm tells me that the Rally is not viable with the present numbers enrolled. There are six Clubs in the North Island and you can't be more central than New Plymouth. Numbers are needed THIS MONTH. There you have it – *USE IT OR LOSE IT*.

NOTICE OF ANNUAL GENERAL MEETING

I am including this now, so that Clubs have time to place the notice in their Newsletters, if they wish. Please note that Remits from Clubs should be in the Secretary's hands by 10/3/09 and ALL Clubs should prepare a short written report on their activities for 2008 which is presented to the AGM, either by the delegate or a member representing the Club, or direct to the Secretary in the event that no-one is attending from the Club.

The Annual General Meeting of the
Association of Rover Car Clubs of New Zealand Incorporated

Will be held on Friday the 10th April 2009 at Rally HQ 'Accommodation on Bell,' Bell Street,
New Plymouth, commencing at 4:30pm.

PALMERSTON A & P SHOW Feb 7th 2009

Members left the Gardens at 9.30am on a chilly and overcast morning, arriving at the show grounds at 10.15am.

We were directed to a specially selected spot overlooking the arena where the horse trials and the Grand Parade were to be held.

The cars were given a fine welcome by the commentator, and made an impressive display in the Grand Parade.

Club attendees were :-

Ian & Eleanore Clark (Rover 75)

Stuart & Jacqui McCraw (P6B)

Alastair McInnes (623Gsi)

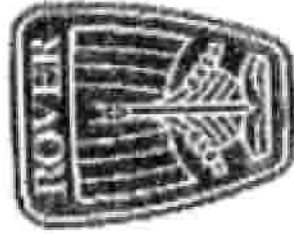
Jan Smith (600Ti)

Grant Smith (SD1)

Jeff Sparrow (SD1)

Alastair McInnes





ASSOCIATION OF

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NEWSLETTER NUMBER ONE

Greetings to all members and welcome to the New Year.

ARCC LEVY Thank you to all Clubs. The Levy was paid by all and in the time frame requested.

COMMUNICATIONS—Thank you to the Clubs, all South Island, who placed No. 5 Newsletter in their magazines, and I believe several others included it as a supplement, though I doubt if it was all.

NEW WEBSITE IN NZ CLASSIC CAR MAGAZINE Zero feedback on this offer, not even negative, so apparently no Club is interested. What a pity as I thought it was a good idea and it was free!

BIOFUELS AND CLASSIC VEHICLES

I have set out here a summary of some of the main points from a report prepared by Mark Stockdale, FOMC Secretary on the contentious issue of biofuel and the way it can affect our Classic cars.

Whilst the addition of ethanol to fuels is a good thing for the environment, it can lead to the destruction of rainforest in third world countries and competition for scarce food resources such as corn and grains.

NZ's Labour Government has decided that NZ oil companies would blend 2.5% ethanol to fuels by 2012. (Originally 3.4%) [With the change of Government the introduction will probably be delayed.] This does NOT mean that the addition is limited to that ratio, unfortunately. All diesel engines can accept bio but as tallow is seemingly the only source for diesel in NZ and that's all exported to China and goes solid in Southland's winter it can't be used. Hence petrol will have to have twice as much added.

14% of NZ vehicles cannot tolerate bioethanol and 50% are at risk of damage, which includes most classic cars and some Japanese imports as late as 2005. Basically, don't put it into a car with a carburettor or non-plastic fuel lines/parts. NEVER use it in your boat or plane or your two-stroke. The reason is that bioethanol is anhydrous, which means that it can separate from the petrol especially if it is stored more than a short time in a fuel tank, which can happen in a classic car. It will also cause corrosion.

It is hoped that the oil companies will add ethanol to one grade (probably 91) and keep 95 & 98 as straight petrol for those of us who must have unadulterated fuel. This is what Australia has done and the 91 E10 is the cheapest fuel. BUT, Gull has apparently already added ethanol to 91 & 98 and no longer sells 95 and Mobil in Wellington has done the same.

THE MESSAGE LOAD AND CLEAR IS BEWARE AND MAKE SURE BEFORE PUTTING FUEL IN YOUR CAR, THAT YOU KNOW WHAT IS IN IT !!!!!

You can access the complete article at www.fomc.co.nz or see the listings of vehicles able to run on ethanol at www.iaa.co.nz or get further information at www.ecer.govt.nz